

MOTOR AGE

VOL. VI. NO. 7

CHICAGO, AUGUST 18, 1904

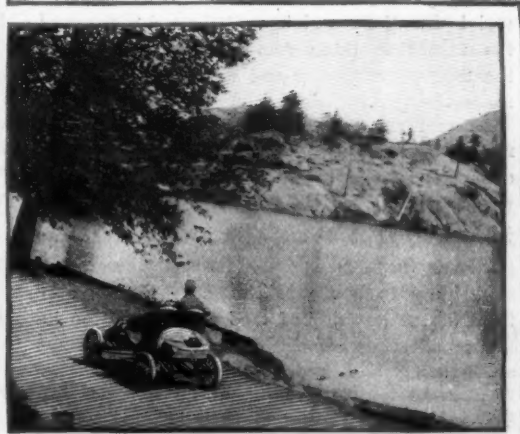
\$2.00 Per Year

WHITMAN

IN OGDEN



AT THE BOTTOM OF ONE OF THE DEEP SIERRA NEVADA CANONS



GOOD GOING BY A CRYSTAL LAKE IN THE SIERRAS OF CALIFORNIA

OGDEN, UTAH, Aug. 11—L. L. Whitman and C. S. Carris, and their ocean to ocean passepourt air-cooled Franklin arrived here today, looking like a couple of English travelers who had just completed a long journey through a sandy country, being covered with golden earth. Otherwise the two mile-eaters look none the worse, although they had some pretty rough roads to travel.

The trip from San Francisco to Ogden was made in the remarkably fast time of 10 days, almost half the best time made previously. After having left the Pacific coast metropolis August 1, the record breakers came over the Sierras by way of Colfax, Emigrant Gap, Dutch Flats, Gold Run and Truckee, instead of going the longer route by way of Placerville to Carson City. It was claimed the shorter route would be found too difficult for an automobile, but the Franklin managed to get through everything and everywhere, climbing a difficult series of roads which finally led to a point 7,250 feet high, and which almost suddenly changed to a rock suite of roads after this high point had been passed.

The men wanted to stop and fish in the ice-cold streams fed from the snow on the high peaks, but rather than take in this they preferred to spend a little more time in speeding around the beautiful Donner lake. The dreaded deserts of the Humbolt were passed in the hottest kind of weather, with alkali dust whirling in blinding gusts. When 10 miles from Lovelock, night overtook them, but as it was fine weather and the roads looked good the desert helmets were taken off, drivers' caps were put on, lamps

were lighted a drink was taken from the canteen, and "en avant" became the mot d'ordre.

Before a couple of miles had been traveled the good road of the start had changed to something unnamable, something that was neither a road nor a path. Sand hills and deep mud were the make-up of the ground. After having given up and intending to stay on the spot until morning, the matter was reconsidered. A lamp was taken off and the pair started to walk, following the trail of some wagon tracks. After having walked a couple of miles, and the roads from there on being better, they turned around and again got into the Franklin.

After careful driving, slow going and much patience, the mud was passed, good roads were found, and Lovelock was sighted. It was nearly 1 o'clock in the morning when the town was reached, it having required almost 6 hours to cover 6 miles. After leaving Lovelock the desert was again hit and during nearly 6 days civilization was almost unknown to the travelers. The car worked well all the time and not a breakdown or hot engine was experienced. A good rest was taken in Battle Mountain, Nev., and then the trip was resumed.

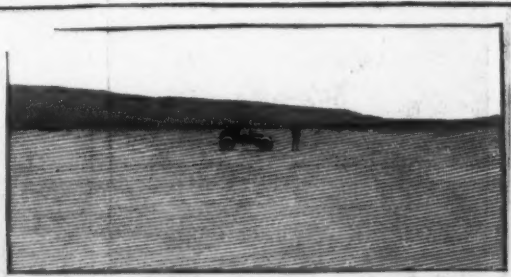
Neither Whitman nor Carris expected to pull through with so little trouble. A parted chain and two punctures are the only accidents to the vehicle since it left Battle Mountain. One of these punctures happened today during the early morning hours near Kelton. During 137 miles today they drove over the alkali desert, through bad washouts and down steep banks without trouble.



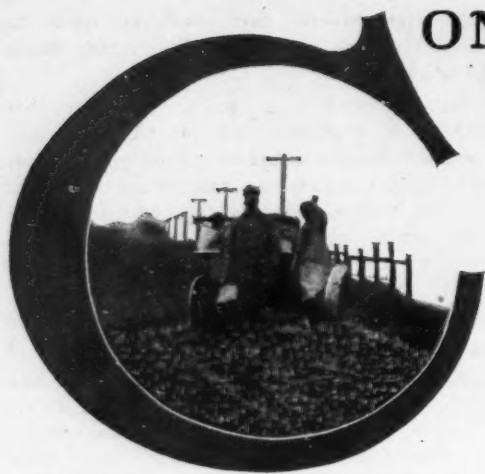
SAMPLES OF GOOD DESERT ROAD



WHITMAN AND CARRIS AS THEY TRAVEL



ON AN ALKALI LAKE BED IN NEVADA



CONCLUDED WITH PLEASANTRY

St. Louis, Mo., Aug. 13—The rendezvous tour to St. Louis under the auspices of the American Automobile Association passed into motoring history with a few days of pleasant social functions which well brought forward the fact that those who had participated in the long journey overland were glad they had made the trip.

Around the Jefferson hotel, at the world's fair grounds and at the various other places of meeting, the tourists were all smiles and yarns. Even the tired newspaper men were jubilant over the tasks done and the experiences they had had in following the trail—or helping to hunt for it. Even the tribulations of the last day of mud were forgotten in the recollections of the many days of pleasant touring and invigorating road scorching. It was the typical wind-up of an affair which had been carried through to a successful end and in which any small infractions of the ten commandments of the occasion were kindly overlooked in the general satisfaction over the outcome.

Wednesday evening was devoted to resting and visiting, and Thursday morning the tourists went to the fair, where they reveled in the novelties of the Pike, visited the automobile section and scattered over the grounds to glean a general idea of the exposition.

Thursday afternoon at 2 o'clock the men bearing messages to Mayor Rollo S. Wells, of St. Louis, from the mayors of eighteen cities on the various routes, were called together. In a dozen cars they drove to the office of the

mayor, who received them smilingly and then listened soberly to the many letters which the bearers read to him. James L. Breese bore the only message from a governor and he read the letter of Governor Benjamin B. Odell, of New York. The letters from the mayors and their bearers were: Charles J. Glidden, Boston; Carl H. Paige, Worcester; H. Frederick Lesh, Springfield, Mass.; Charles H. Gillette, New York; H. A. Warner, Poughkeepsie; Augustus Post, Albany; J. W. Seaton, Utica; H. C. Esselstein, Syracuse; D. B. Huss, Buffalo; George S. Waite, Cleveland; Harlan W. Whipple, Toledo; F. N. Manross, South Bend; A. B. Tucker, Chicago; J. M. Waters, Joliet, Ill.; A. D. McLaughlin, Pontiac, Ill.; R. H. Johnston, Springfield, Ill.; W. B. Saunders, Philadelphia; W. C. Temple, Pittsburgh.

At the close of the reading of the letters the mayor said: "This is such an extraordinary and unique proceeding that I am at a loss for words to express my sentiments. You are to have a day in St. Louis all to yourselves and I want this to be an automobile day in reality. We postponed St. Louis day and you will have the day set apart for your own. Have a good time in St. Louis."

The mayor was cordiality itself and evidently a believer in automobiles. At the close of the reception and presentation he talked entertainingly with the men of the party for some time.

In the evening Mayor Wells again appeared to the automobilists, addressing them in a humorous vein at the smoker given by the St. Louis Automobile Club at the Washington hotel. The tourists did not attend in great numbers, but those present had an enjoyable time at the stag, the ladies being entertained elsewhere in the hotel by the ladies' reception committee. In addition to the talk of the mayor there were speeches by President Whipple, Director of Exhibits Skiff, and Messrs. Post, Temple, Glidden, Scott and others.

St. Louis had the real article in an automobile parade on Friday, and automobile day

was a howling success. At least 600 machines were seen on the streets, and the parade alone had over 400 in line.

It was quite early in the day when the tourists lined their cars in front of the Jefferson hotel. Being accustomed to early starts they made ready for the parade before others in the city were on hand. As the noon hour approached the local automobilists started to assemble and very soon the line of automobiles backed up to the curbs extended for two blocks on either side of the street, and officials were busy attempting to work the cars into position. At about 2:30 they had arranged the tourists to their satisfaction and sixty-six had formed a line.

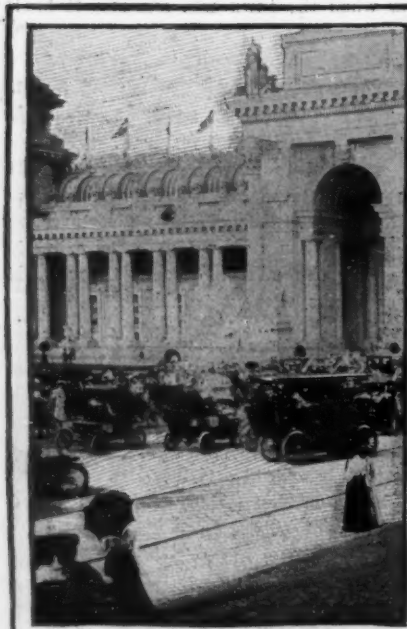
Mayor Wells of St. Louis, in his own machine, a Peerless, and the police officials in other Peerless cars, took the lead. Hundreds of local automobilists fell into line and the tourists were relegated to the rear. The parade went out through Forest park to the exposition grounds over a route that was the best St. Louis could provide and a good one, indeed.

At the state's entrance to the fair the procession was met by the exposition escort headed by Marshall Fess and President Francis in Pierce cars. It then proceeded over the tortuous and hilly route through the neighborhood of state buildings and encircled the grounds, passing through every main avenue, including many over which automobiles are not allowed to travel ordinarily. A semblance of formation was maintained. Local automobilists anxious to be seen in the limelight butted into the ranks of the tourists and were as regularly butted out, only to get in again. The men who had come thousands of miles for their triumph had to fight to hold their places and keep the parade in line.

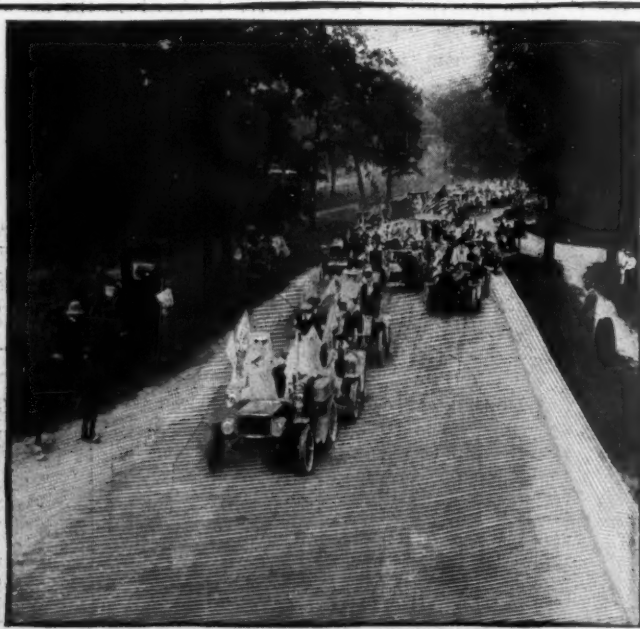
In the fair thousands upon thousands of people had lined the highway to watch the tourists go by, and cheered lustily at times the cars from their respective native states. In the avenue of the states this was especially the case, for there were gathered people eager to greet those from their own commonwealth.

Finally the procession wound into the Pike, where freaks, barkers and show beauties cheered loyally. Many of the tourists picked up freaks and carried them along, much to

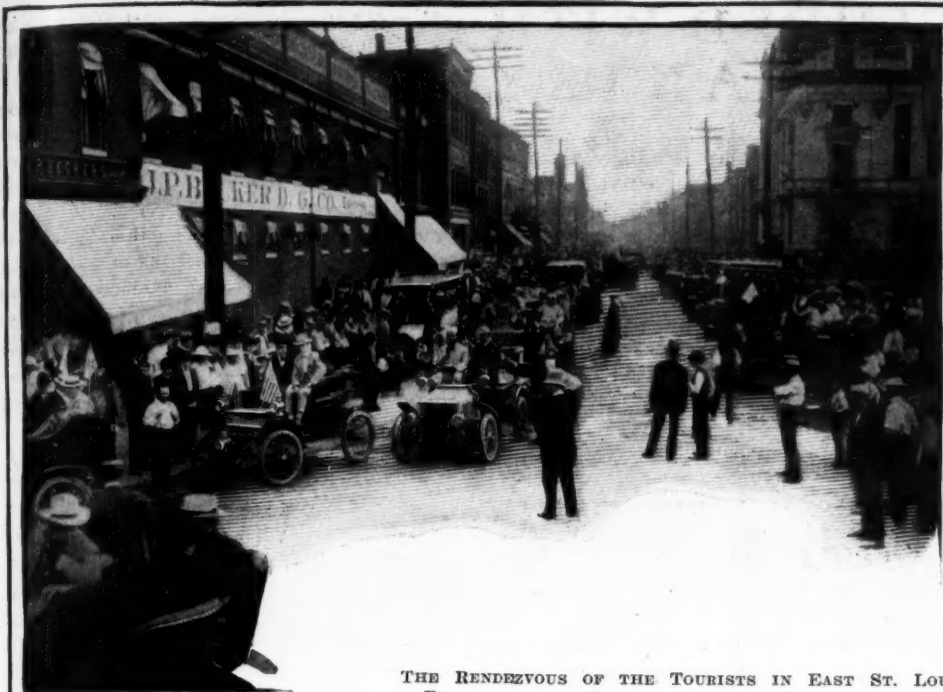
IN FOREST PARK BEFORE ENTERING FAIR GROUNDS



THE PARADE PASSING THE



LIBERAL ARTS BUILDING



THE RENDEZVOUS OF THE TOURISTS IN EAST ST. LOUIS
PREPARATORY TO PARADING INTO THE EXPOSITION CITY

the edification of said freaks and their friends.

One hour and a quarter was consumed by the parade in passing and often the cars were two and three abreast. At the government building Mayor Wells, President Francis and their escort reviewed the parade, which then broke the line of march.

Doubtless St. Louis people were surprised by the strength of the automobile fraternity as shown by this parade. Certainly the fair visitors were surprised by it. In the line of parade the touring cars were so clean, the tourists so well dressed and well behaved, that the signs on the cars and the coats of tan alone distinguished them from the St. Louis motorists. It was a pretty parade—the prettiest parade of all the parades of this season.

GOSSIP OF THE ENDED TOUR

Miss Hauslein, sister of Robert G. Hauslein, who drove a Rambler in the tour from Chicago, said at the finish, "In spite of the terribly trying experience we had with our heavily loaded car in the muddy going of the last day I enjoyed myself along the trip, and my brother and myself now regret we did not go east and make the entire journey."

When President Whipple took the mayor of Joliet for a ride he asked what might be the speed limits of the city and was surprised with the rejoinder, "Eight miles per hour, but get there!" "I did so," said Mr. Whipple, "and the mayor seemed well pleased with his experience." Many a city official along the route received a trial in fast cars and many expressed undoubted surprise at the ease with which the big machines were handled.

When a car has traveled 1,500 miles over every sort of road and in all sorts of weather at high speed and otherwise there are liable to develop unknown weaknesses. That the makers benefit from such tours is shown by the telegraphic instructions received by one driver: "Report at once minutely all that you discovered regarding the car; where nuts loosened; weak parts if any, and suggest any improvements which you deem advisable. We wish to use your report in our work upon the cars for 1905."

All along the route of the tour the interest of the farmers in automobiles was evident. Whenever a tourist stopped they gathered and

fired questions, showing thought. One farmer was met who owned an automobile. Others were found who intended to invest and these had studied carefully and talked knowingly of motor car matters. Seldom did a farmer refuse to nod except in the districts of poor roads. Farm horses were kept from the roads and tied by the hundred along the fences to become accustomed to the automobiles. Farmers had followed the tour in the daily papers provided by the rural mail service. In one instance a farmer had "calculated" to cut down a hump in the road, and he did so very quickly when the tourists came through a day too early for him.

The St. Louis tour was one of the cleverest bits of advertising done for the St. Louis fair, but the directors of the exposition, with the exception of F. V. J. Skiff, failed to recognize this. Mr. Skiff praised the tour unstintingly as a great advertising feature.

The "Baby" Covert car of H. M. Hoag, driven successfully from Buffalo, was the cause of many a smile, as the tourists hardly expected to see the little 6-horsepower runabout pull through the soft going at the end. But it did so, and like many other small cars, was in for the into-town parade while several heavy

and high powered cars could not reach St. Louis in time to show at the evening finish, Wednesday.

H. Frederick Lesh said: "Another tour should be promoted, but fast driving, early starts and so on should be eliminated by rules; providing a registration for the morning start, a noon stop with registration, and a set time for arrival at the destination, all cars not obeying the rules to be disbarred. I believe that I had as good a time as the fast drivers, but we did not hurry, and might have had a better time had others not sought to pass so many times, simply burying us in dust. I believe that a tour of this sort with limitations might be arranged to cross the country and be productive of a mighty good time. What I want to see is a demonstration of American cars in Europe, a regularly arranged tour, with advance men to conclude arrangements. That would be a great thing for the American manufacturing interests and I am sure that it would be a big success."

The press agent of the St. Louis automobile races of August 21 took the names of many men in vain when he used pretty nearly all of the tourists as stars of the coming meet, giving the history of many and also the history of mythical racing cars driven by them. It made excellent stuff with which to "work" the copy readers on the dailies, at any rate.

When at the smoker Thursday night M. L. Downs and A. B. Tucker, the men who worked to keep things going and going straight, were called for by the chairman, they came forward hesitatingly. H. J. Seaton, of Buckmobile fame, was given the floor and with a brief speech presented each a solid gold watch—a testimonial of the appreciation of the tourists. The watches had an A. A. A. pin design on the back. Inasmuch as Mr. Tucker carried an Ingersoll and Mr. Downs another not quite so good, the watches touched the spot. Both the boys had trouble saying enough to express their thanks for the welcome surprise.

H. Frederick Lesh, Mrs. Lesh and Mrs. Camp at the close of the trip presented J. Darling, their driver, with a solid gold watch charm, in appreciation of his excellent work with the Pope-Toledo.

"Don't get too near the Filipino village," said a follower of the fair to one of the tourists, "or they will take you in." He had reference to a very pronounced brown sunburn which made him look like an Igorrote in dis-

MAYOR WELLS AND THOSE WHO CARRIED MESSAGES FROM MAYORS OF
OTHER CITIES



SAMPLES OF THE SOUTHERN ILLINOIS ROADS
ENCOUNTERED BY THE TOURISTS ON
THEIR LAST DAY OF MARCH



THESE ROADS WERE VERY MUDDY
AND SLIPPERY AFTER ONLY A SLIGHT
RAIN; AFTER A LONG RAIN, IMPASSABLE

guise, and figured that he might get mixed.

George Soules, of Pope-Toledom, denies emphatically that any endeavor was made to get away unobserved from Springfield on Tuesday for the completion of the trip a day ahead of time. Mr. Soules says that gasoline was put in the car and that the reported trip to the side door was for the purpose of securing a photograph of the car.

Lester Wilson, driver for W. C. Temple, says that at one point on the run from South Bend to Chicago he sent the Great Arrow along at a rate of 48 miles an hour as indicated by the Jones speedometer carried.

It seemed to be the intention of some one to spread reports of terrible disasters to the White cars. The report was sent east to one paper that Webb Jay's machine had burned up near La Porte, and another report was spread after the arrival at St. Louis that Sonnenstein's White, the property of Ray D. Lillibridge, would never finish. Mr. Sonnenstein had a leaky thermostat and after repairing this came along without other trouble.

President John T. Farson, of the Chicago Automobile Club, did not make the run from Chicago because he could not find the time. He rode to Pontiac Monday on the train, drove over to Springfield Tuesday, returned to Chicago and had his new Thomas car, white

with red trimmings and bird's-eye maple top, shipped to St. Louis for the parade.

Trade interests were freely blamed for the anxiety of drivers to make early starts and fast drives. In reality men who had no trade interests also liked to start and finish first, according to some of their stunts.

J. M. Waters, the New York artist, enjoyed himself perhaps more than any other tourist on the trip, but did so in his own quiet, unostentatious way. Mr. Waters liked to lead into a city but would not abuse his car to do so. He drove carefully from start to finish, taking no unnecessary chances and reached St. Louis with his car in as good shape as when he started the trip.

The "Dusty Devils" is suggested as a fitting name for the men who participated in the St. Louis tour, and it is proposed to bring together at the shows next winter veterans of this tour just as are rounded up the Mud Larks, survivors of the Pittsburg endurance run. The St. Louis tour was not so difficult a proposition as was the endurance run, yet the incidents of the trip were many and the men and ladies who followed the trail would enjoy a reunion.

The Pope-Toledo car driven by George Soules, and carrying A. L. and A. W. Pope, is said to have had New York water in its

tank from start to finish, and it is further claimed that the water was not replenished. That spark plugs which were used from start to finish were not even looked at en route is a still further claim.

Every tire maker of importance sent an emissary on the trip to look after the tires, and these tire men had a most enjoyable time, for there was little for them to do. The tires gave comparatively little trouble and many a bundle of tires was not opened during the journey from New York, being shipped intact each night.

G. C. Brown and E. V. Vandusen in a Cadillac made the 600-mile trip from Birmingham, Ala., to St. Louis in 6 days, securing their number, 123, upon arrival. They will tour back. In the journey to the fair a country was traversed which had never been explored by an automobilist, and rough roads were encountered. At times the tourists were able to make only 30 to 40 miles a day. The sand roads were the hardest to master.

"The Trials and Tribulations of B. Clifford Swinehart, the Solid Tire Man," might well be the title of a booklet. Mr. Swinehart started from New York and his engine went wrong near Albany, through the carelessness of a mechanic who left a tool in the machine where it could cause trouble. Mr. Swinehart shipped the car to Toledo, had another engine put in it and again took up the tour from there. Just outside Springfield, Ill., on the last day's run, he broke a steering knuckle. Fortunately he was not hurrying at the time and escaped serious consequences, although he did run into the ditch. He induced a farmer to loan him a team, drove into Springfield and phoned to Chicago for a steering knuckle. Driving back again he repaired his car and then started on. The bad roads landed him again, for he broke his radiator and the car would travel only by the frequent replenishing of the water. Hour after hour he drove, making his way with difficulty in the darkness and through the muddy roads. Once a stop had to be made and Mr. Swinehart walked a half-mile for a hat full of water—he wore a rubber hat—and repeated the trip four times. En route he met Dr. Gifford, in the white. The doctor had thirteen tires blow out in 18 miles and Mr. Swinehart aided him in repairing some of them. Both struggled along until 2 o'clock in the morning,



TYPICAL ROADS, CORN, HORSES, WAGON AND FARMER OF SOUTHERN ILLINOIS

Thursday, when they stopped at a hotel, secured a policeman who admitted them, and went to bed in the first empty room without registering. At daylight they got under way, Mr. Swinehart carrying Dr. Gifford in his Yale, and leaving his mechanic to assist in bringing in the White car. St. Louis was finally reached at 1 o'clock, in time to take part in the parade.

The clerk at the Jefferson hotel in St. Louis said that while in St. Louis F. A. La Roche had the Darracq car standing in front of the hotel constantly when it was not being run over the streets. The engine was going all the time and Mr. La Roche was like a wild man while in the city, being unable to sleep under the constant strain and anxiety. One night he went to bed and dropped into a fitful sleep. Mr. Haynes drove the car away and Mr. La Roche awoke, being unable to hear the car running under his window. He fled down stairs and out into the street, and upon the return of the car was pacing the side walk anxiously. A few hours later he started east upon his return journey.

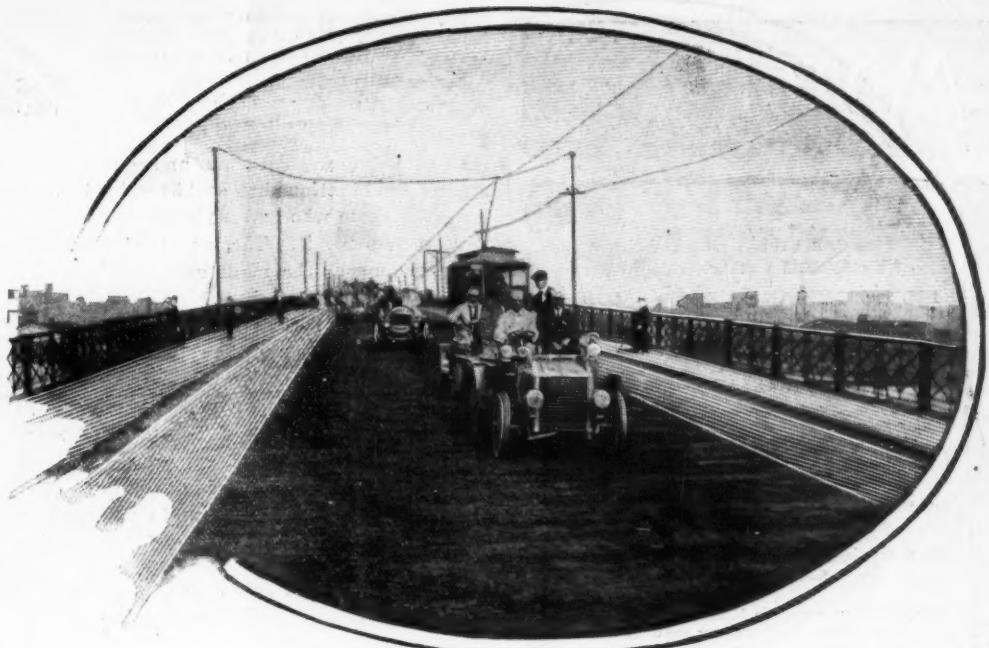
The cuckoo pushes the eggs of other birds from the nest and then lays its own in their place. There were cuckoos in Chicago and cuckoos in St. Louis, who endeavored constantly to butt into the nest of the tourists, to secure places in the touring section of the parades. These gentlemen belonged to the rocking chair fleet. Some of the tourists resented the intrusion at first mildly and finally strenuously, both in words and method of driving.

Dr. Gifford, of Cleveland, blamed his turning over on the road down in Indiana to his tires. Both front tires exploded at once and the car could not be controlled.

It is stated that as a result of the tour Harlan W. Whipple, James L. Breese and John T. Farson ordered White steamers of the 1905 pattern.

Harlan W. Whipple drives a car just as though he knew no fear at all, yet he cannot ride with another without fear and trembling. When his own car broke down near Springfield field and could not be repaired he took a seat in a Pope-Toledo with Manager Turner, of the Mississippi Valley Automobile Co., of St. Louis. Mr. Whipple traveled a few hours, then begged to be excused and took the train into East St. Louis.

Tom Fetch wants to again try to cross the continent, in record time. When he finished his previous run he said that he would



THE TOURISTS HEADED BY AUGUSTUS POST ENTERING ST. LOUIS OVER EADS BRIDGE

never again try such a journey. His anxiety to make the trip again surprised S. D. Waldon of the Packard Motor Car Co., and Mr. Waldon said: "Are you in earnest, Tom?"

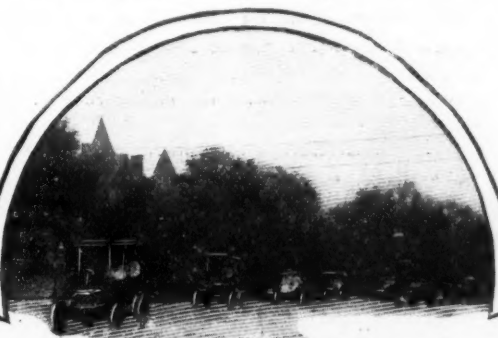
As previously reported a dead chicken killed by some one ahead cost C. J. Glidden a dollar at the point of a gun. The sequel is the following letter received at St. Louis by Mr. Glidden: "Dear Mr. Glidden:—It gives me great pleasure to enclose you 10 cents as my part of the contribution to pay for the rooster you were supposed to have killed in New York, as I am the possessor of an automobile and feel it no more than right that I should help you out this much.—CHARLES WEBSTER."

PLAN AN ANNUAL TOUR

St. Louis, Mo., Aug. 13—The St. Louis tour is just over, but already participants in it have cast an eye toward future events of the

kind and an annual A. A. A. tour has been suggested. Among the tourists here now the suggestion has met with general approval, although no definite scheme for the perpetuation of such tours has been forthcoming.

One enthusiast has suggested a transcontinental tour for next year and still another has suggested an European tour. The former would be the most difficult to carry out, but it has seemingly caught the more popular fancy, particularly on account of the fact that the accomplishment of it and the award of a certificate for having completed it on schedule would be worth while. It is also urged in favor of the ocean-to-ocean trip that it would not be so exceedingly difficult on account of the fact that by traveling in a body the tourists could be provided with a special railway train accompaniment which would include baggage cars, Pullmans in which to sleep, and dining cars in which to eat. This would obviate set night stops and consequently many hard evening runs, as by the train method each night stop could be located to suit the conditions of road travel as encountered day by day. Many of the tourists to whom the proposition was broached professed willingness to take part in it, and the whole opinion was that some such trip would not prove too difficult for American automobiles and American automobilists.



FEATURES OF THE PARADE ON FRIDAY, MOBILISTS THROUGH THE CITY AND

AUGUST 12, OF THE TOURISTS AND THEIR ESCORT OF ST. LOUIS AUTO-THROUGH THE WORLD'S FAIR GROUNDS

MOTOR AGE

Published Every Thursday by
THE TRADE PRESS CO.
N. H. VAN SICKLEN, Proprietor and Manager
1303 MICHIGAN AVE., CHICAGO
Telephone Calumet 7011

New York Office, 140 West 38th Street.
London Office, American Publication Bu-
reau, 58 Manor Park Rd., Hartsden, N. W.

MEMBER NATIONAL
ASSOCIATION
OF AUTOMOBILE
MANUFACTURERS

MEMBER
CHICAGO TRADE
PRESS
ASSOCIATION

Entered at the Chicago Post Office as Second Class
Mail Matter

Subscription, Two Dollars per Year
Foreign Subscription, Four Dollars

Any Newsdealer may obtain Motor Age through the
Western News Co., Chicago, or any of its
branches, on a returnable basis

TOURING AND RACING

WHEN the A. A. A. tour to St. Louis commenced, and during its first stages, it was strictly a touring affair, with little or no scorching and racing. The participants had not been on the road many days, however, before there developed in many of them signs of a desire to race from town to town.

During the latter portion of the trip this racing was pronounced and road skirmishes were frequent each day. The intention to "be in first" was very noticeable on the part of the drivers of several fast cars.

This racing of the tourists has brought forth a volley of rebuke on the part of individuals and papers, especially on account of the fact that immediately before the start notices were sent to all entrants respectfully requesting them to observe order and the laws of the communities through which they were to pass.

In some respects this rebuke is merited, especially that part of it referring to one of the chief scorchers, Harlan W. Whipple, president of the American Automobile Association and the man responsible for the sending out of the open letter asking the members of the tour to observe speed laws.

Surely Brother Whipple did not set his constituency a good example any more than did several others of the speedy brigade. Surely the racing was no part of the scheduled tour. Surely it might have been left out to good advantage.

The fact remains, however, that this scorching existed, and existed with the sanction by example of the presiding officer of the A. A. A. It is also apparent that it did very little if any damage to the cause of automobilism.

It simply demonstrated that one element in human make-up is ever present—the desire to shake restraint.

These men started on the tour with the best of intentions regarding speed laws and other things regulating the conduct of gentlemen. After they had been on the road awhile the absolute inadequacy of the set speed to satisfy their desire for untrammelled road travel forced itself upon them, and, with a whoop of joy, away they went—big children seeking the honors of amateur competition.

They found places where they could go fast with comparative safety, and they did so.

The very fact that the only accidents of the trip were without cost to others than those experiencing them shows that the scorching of the speedy racing division was not dangerous.

Good drivers, good cars and good roads made a combination that could not hold to the law even those who had made the law. There was no help for it. The men were bound to do it so long as the roads and machines permitted, which was often.

Scorchers that they were, breaking state and municipal laws and the rules and warnings of the association under whose guidance the caravan had set out, the fast ones were also gentlemen, and for all of the tales of races and fast times there is not a tale of any member of the party refusing to stop to offer or to actually give assistance to unfortunate brethren waylaid on account of car or tire troubles.

The tour was one party with one end, and the scorching which broke it daily into sections did not for a minute spoil the spirit of comradeship which it was desirable should obtain from start to finish. Neither did the scorchers by their action do much if anything to prejudice the farmer. They simply took advantage of every opportunity to save time.

It would certainly have been better had there been no scorching and certainly much better had the president of the association set the example which in his letter prior to the start of the tour he urged the other participants to set to all automobilists.

But inasmuch as the racing happened in spite of the fact that it were better it had not happened, and inasmuch as it did little harm except as harm was made by those who have sought to render it a means of stirring up trouble, it seems as though the best thing on earth to do is to let the whole matter go by as quietly as possible with the firm resolve that it will not happen again. A first offense is not nearly so wicked as a second offense, according to common opinion, and then, anyway, we are all human and like to beat one another.

COMMERCIAL ECONOMY

IN CONNECTION with the higher commercial education scheme of the London chamber of commerce, C. S. Rolls, a noted English authority, recently delivered a lecture in London dealing with the development of motor traffic and its connection with commerce.

Discussing the subject of the heavy motor lorry, Professor Rolls said that 5 years ago there were fewer than twenty such vehicles in England, while today there are upward of a thousand at work.

In support of his argument that motor lorries were more economical than horse-drawn drays, he quoted the experience of a large brewing company, which had compiled elaborate tables, showing the results of 6 months' and 28 months' working by motor and by horses.

Taking the cost of keep, wages, depreciation, insurance, etc., the cost of working the lorry for 2 years 4 months was \$5,430, and of a two-horse dray \$3,065. The lorry, however, carried 2,837 tons, against 2,636 by the horses, and covered 5,384 miles, as against only 2,247 by the horses.

On this basis the cost of doing the lorry's work by horses would be \$7,900, or \$2,470 in favor of the lorry on 28 months' working. Then, again, it was found that the motor lorry carried 819 tons 2,743 miles in 6 months, whereas

the horse-drawn dray in the time only carried 792 tons 1,351 miles.

From this it ought to be assumed that if the horse-drawn dray were set to do the work of the motor in 6 months it would take a little over 12 months to complete it.

The conclusion that the brewing company had come to after 28 months' experience was that \$1,000 per annum was a fair estimate of the advantage of the motor lorry over a horse-dray.

ONCE AGAIN

EVERY little while circumstances are such that MOTOR AGE finds it desirable to head an editorial article with the title "Once Again," this title referring to the manner in which MOTOR AGE has beaten all other automobile papers in the publishing of important news. There seems to be no ending to the routine of the publication of this "Once Again."

Last Wednesday night the St. Louis tour ended at the Jefferson hotel in St. Louis. Thursday morning at breakfast time MOTOR AGE was in distribution in St. Louis with the complete story of the final stages of the trip and of the finish.

No other automobile papers were in sight nor had any other automobile paper been in sight of the tourists since the commencement of the run, barring the distribution at Chicago of copies of one dinky little sheet containing the story of the start made 2 weeks previously.

MOTOR AGE expects that it will be compelled to publish this "Once Again" more than once again.

A. A. A. SANCTIONS

IT IS TIME the American Automobile Association determined what its sanctions mean, what they are worth and how they are to be disposed. Originally they were construed to represent the right to run racing events and record trials under the direction and according to the rules of the association, and that they were to be issued by the racing board of the A. A. A.

Lately, in connection with the La Roche New York-St. Louis-New York trip, it seems that they may be given out for anything and by anyone. Either Mr. La Roche had a sanction or he did not have one. Either Augustus Post, who is said, as chairman of the touring committee, to have given him a sanction contrary to the ruling of the racing board, had a right to do so or had no right to do so.

Such matters should be settled quickly and justly. It is neither fair to such record men as La Roche nor to the automobilism public to allow a misunderstanding in a thing of this source. It is enough of looseness in conducting a sport that the A. A. A. has never enforced its own racing rules, without this question of sanctions being dragged into the affair to lessen to a still greater degree the prestige and usefulness of the A. A. A.

If its sanction means something and is worth something, let it be protected. If it does not mean anything and is not worth anything, then let this talk of sanction cease until some one takes hold of it in a straightforward, sportsmanlike fashion.

In England the same question has arisen and in the same way over supposedly sanctioned non-stop runs of long duration. The Britishers have settled the matter decisively and it would be wise on our part to follow their example.

PACIFIC COAST RACING

Meet with the Trade Tabooed Results in a Fizzle, But Some Good Events Are Promised

Los Angeles, Cal., Aug. 14—San Francisco set several dates for an automobile meet this year but finally postponed the tournament indefinitely. The Automobile Club of Southern California, which bars all automobile dealers and motorists any way connected with the trade, programmed a meet for last May, but when the local trade quietly got together to boycott it the proposed automobile races were allowed to be forgotten.

For about 2 months the A. C. of S. C. tried free races every Saturday afternoon at Ascot park, which is at the southeast border of the city. The races at first were to be very exclusive and spectators only admitted on individual non-transferable passes issued by the club. It was to be a series of society matinees, with the races made up of gentlemen drivers, no contamination from the tabooed "trade."

The Ascot park matinees began June 11 and petered out July 23. Speed of about 25 miles an hour was the usual average until June 25, when the day brought out some trade machines and the club had its Waterloo. W. K. Cowan, the pioneer dealer here, was persuaded to put in a Rambler for a \$100 cup race and instead of being hopelessly lost in the ruck he ran away, with the rest never in it, spinning off the miles on the soft track in 1:37 and winning the 3 miles with nearly a lap to spare. One of the club members, who had donated the \$100 for the cup and whose car was expected to win the race with ease, nearly had a fit, but when Cowan appeared in another race and again had a walkover he at once ordered a Rambler and even offered to back the Rambler against the field.

The next meet was a frost and the only matinee after that worth mentioning was on July 9, when Frank A. Garbutt brought out the new gasoline car made for him in Stewart's machine shop. It is a four-cylinder opposed engine of at least 40 horsepower and at a distance looks much like the Winton racer used last year by Barney Oldfield.

Against Garbutt and his greyhound was pitted H. D. Ryus with the White steam racer, known out here as Ryus' White Ghost. The latter has a record of 1:06, while Garbutt had made 1:15 in exhibition previous to this race. Only two heats were run, each contestant scoring a win and thus leaving the public still at sea as to what Garbutt can do with his remarkable car.

The first heat of 5 miles was won by Garbutt in 6:32 3-5 and was the first real racing seen in California since the excellent meet here last November. The track at Ascot park was built and so far has only been used for running horse races. The surface is of sand and even though wet down and rolled in advance for these matinees would

soon cut up when Garbutt's greyhound began to plow around the circle at a 1:20 gait.

The second heat was won by Ryus in the White Ghost in 6:37 by a very close and exciting finish. The cars seemed well matched and the small crowd of about 100 spectators had plenty of thrills, Garbutt's spectacular driving being much like that of Oldfield in the Bullet II. The two cars weight about the same, have about the same height and are of about the same length and general appearance. There the similarity ends. Garbutt's car has the four big cylinders mounted cross-wise, just back of the front wheels, and a radiator that looks like a full sheet of cardboard fastened nearly flat over the front end of the car. The running gear is painted red and the body white and the splendid springs keep the car bounding up and down much like Oldfield used to do with that Winton racer.

The racing between Garbutt and Ryus was interesting to those in the know. Garbutt kept an even speed with almost no variation. Ryus seemed to make a constant series of spurts, now leading Garbutt and now dropping away back.

It is expected now that the final of this best two in three match will be run off at Monterey, Cal., where there is to be racing August

BARRED RACING CARS

Bexhill Meeting in England Extends Over a Period of 3 Days—Touring Cars Compete

The annual Bexhill automobile meeting was held in England August 1, 2 and 3, and, like its predecessors, was a huge success. On the first day there was a parade, and nearly all of the 112 cars that were entered for the speed trials took part in the interesting procession. As the racing events were open to touring cars only, all the vehicles seen were of this class and the absence of racing monsters was by no means regretted. Prizes were awarded to the three best-appointed vehicles, which the judges picked out to be Walter Munro's 25-horsepower Napier, Gurny Preston's 28-horsepower Mercedes and S. F. Edge's 20-horsepower Napier in the order named.

The race meet was held on the following day and of a kilometer standing-start contest. The cars were divided into six classes, according to the value of the vehicle. There were twelve starters in the first class, which was for vehicles valued at \$960 or less; twelve in the second class, for cars at from \$960 to \$1,920; fourteen in the third class, for vehicles of from \$1,920 to \$2,640; twenty-two in the fourth class, for cars of from \$2,640 to \$3,600; eighteen in the fifth class, for vehicles of from \$3,600 to \$4,800 and eleven in the sixth class, which was for cars of unrestricted price. Thus there were eighty-nine starters, representing thirty-eight different makes of cars.

Owing to the great number of starters two cars were started at a time. The winner of each class were respectively: H. Sturme, 10-horsepower Duryea, 1,000 meters in 1:14 1-5; W. Whitway, 14-horsepower Regal, 1:20 2-5; T. Spencer, 15-horsepower Darracq, 1:11; A. Walker, 30-horsepower Darracq, 1:01 3-5; S. F. Edge, 20-horsepower Napier, 51 3-5; A. Guinness, 60-horsepower Mercedes, in :46 4-5. Second places were secured respectively by a Rover, Vignot-Deguigand, Darracq, Daimler, Daimler and Leon Bollee. The winner among the motorcyclists was Genn, on a Minerva, his time being 1:02 2-5.

On the third and last day there was a parade of decorated cars, a battle of flowers and a gymkhana.

At all the events several thousand people were present, and this year society was strongly represented.

The fact that the cars were not started from the top of Galley hill, as in previous years, increased the spectacular interest in the speed trials, and seldom have there been any motor car events run where the general view was so fine. One of the contestants remarked after the meeting that he had not seen such an enthusiastic crowd at a race meet since the James Gordon Bennett cup race was run in Ireland. "I asked some of my friends for the reason and they said it was because they had been able to follow the competitors almost from start to finish."



THE COURSE OF THE BEXHILL MEETING IN ENGLAND

and 20. The Hotel El Monte, at Monterey, gives each summer a festival of sports and last year introduced automobile races during two of the afternoons, the automobile events being under charge of the Automobile Club of California, a San Francisco organization. There was also a hill-climbing event. Last year the races were run on a track that had just been used for pony races, and, while fairly good time was made, there were some narrow escapes from accidents. The racing was very poorly managed and it is expected that there will be a marked improvement this year as a direct result.

From southern California only one driver entered last year; that was Frank A. Garbutt, and he used his White touring car

BUFFALO IN RACING GAME

The Peerless "Green Dragon" Tamed, Harnessed and Driven By Barney Oldfield, Worsted All Competition at 2-Day Meet on Kenilworth Track—The Sport Appreciated

Buffalo, N. Y., Aug. 15—Buffalo has had its first taste of automobile racing—and relished it. Now it wants more—and will have it. The local papers played up their daily stories so vividly, picturing the racing machines and their drivers, that by Saturday everybody talked automobiles and Barney Oldfield.

Now the postponement of Saturday's races because of rain did not shake the public's faith; there were more people in attendance today than were expected on Saturday, and if the meet wasn't a financial success it was at least a most excellent advertisement for future events.

Friday was an ideal day, the Kenilworth track was in splendid shape, and with the Green Dragon, Tornado, Gatling Gun, Bullet and Ford racing machines advertised to appear it is small wonder that 4,000 people were present. A parade in the morning served as a good advertising medium. There were all sorts of rigs in line, with a most generous sprinkling of Thomas and Pierce cars. The bicycle police at the head tore out a 15-mile clip through the business and swell residence section and hundreds of people saw the hundred machines puff past.

Naturally Barney Oldfield was the star attraction, and his defeat of Lyttle in a Pope-Toledo eight-cylinder in hair-raising style, his mile in :58 2-5 and his 25 miles in 26:42 only placed him dearer to the excitement-loving Buffalonians. But Barney wasn't all the attraction, for Winchester and his little Franklin Gatling Gun, and Schmidt and the Gray Wolf were getting a goodly share of the attention.

Clerk-Starter Wagner had the contestants out at sharp 2:30. Friday and after a 5-mile motor cycle event, won easily by Frank Robertson, the Gatling Gun, Ford and a Buckboard came out for 10 miles. The Franklin simply played at racing; it gained a half mile on the Buckboard in 3 miles, lapped it in 5 miles, and won the event from the Ford by nearly a lap, notwithstanding a flat rear tire for half the distance.

There were a good many events confined to a particular make of car, and if there is nothing in the "personal equation" proposition, then there is an awful difference either in the care or construction of the same make of machine. For instance, in the 2-mile race for Ford cars, the event was won by Gilmore from Carter by a long way and over the last man by a good third of a mile. People, however, were not interested in trade events, they wanted the big ones and the excitement.

Winchester in the Franklin showed again what he could do in the 5-mile event for cars weighing from 551 to 881 pounds. In a mile he had gained nearly a quarter on the Ford, in 2½ miles he had a half mile to spare and just after the finish he had made up a lap, going the 5 miles in 1:12 3-5, 1:05, 1:05 4-5, 1:08, and 1:05 3-5, or 5:34 for the 5 miles, while the Ford and Buckboard were hopelessly out of it.

The Thomas racing machine was scratched in the 5-mile free-for-all, for it was impossible

to have it finished in time. But Barney Oldfield in the Peerless Green Dragon, Winchester in the Franklin Gatling Gun, H. H. Lyttle in the Pope-Toledo eight-cylinder Tornado, and Graham in the Winton Bullet II. gave the people all the excitement and all the dust they needed for a long time to come. It was a smasher from the jump. Lyttle was in third position and Barney on the pole. The former got away first with the flying start and secured a good lead, though going wide on turns and kicking up a terrific dust into Oldfield's face. In a half mile he was 20 yards to the good, but at just past 2 miles Lyttle slowed up a trifle and Barney saw a chance to get inside to the pole, and to the pole Barney. For a half mile or more it was neck and neck, but at the next turn Barney secured the lead and held it to the end, winning by 50 yards in 4:59, even if the timers did say 5:10. The first mile was in 1:04 3-5 and the last in :59. All this time Winchester was leading the Bullet a merry chase and made a game struggle to keep by the big boys. He led the Bullet, anyway, and was too well pleased to care for the big fellows.

Saturday Oldfield scooped in the 15-mile open event in the good time of 16:26 3-5, beating the Bullet nicely. Then he was signaled to go on for 25 miles. This he ripped off in 26:42, beating Schmidt's 28:32 1-5 made just previous in the Gray Wolf. The summary of the races is as follows:

FRIDAY RACES

Five miles, motor cycles—Frank Robertson won; S. B. Egan, second; J. G. Willett, third. Time, 7:17 2-5.

Ten miles for machines from 881 to 1,432 pounds—W. F. Winchester, Franklin, won; F. Huylett, Ford, second; L. H. Roberts, Buckboard, third. Time, 12:24 2-5. Won by nearly a mile.

Five miles for touring cars with full road equipment, three passengers and operator—Charles Soules, Pope-Toledo, won; W. A. Lutz, Pope-Toledo, second. Time, 6:40 1-5. Won by 400 yards.

Two miles for Ford machines—Charles Gilmore, won; F. C. Carter, second; J. J. McCullough, third. Time, 3:29 3-5. Won by 100 yards; second by 20 yards.

Two-mile exhibition by Mrs. G. N. Rogers on Thomas Auto-Bi—Time, 1:42 3-5 for first mile, 3:28 1-5 for 2 miles.

Five miles for machines 551 to 881 pounds—W. F. Winchester, Franklin, won; F. Huylett, Ford, second. Time, 5:34. Won by nearly a mile; first mile in 1:12 3-5.

Two miles for Orient Buckboards—Louis Hengerer, won; L. H. Roberts, second; Homer Scott, third. Time, 4:10.

Five miles, free-for-all, any machines—Barney Oldfield, Peerless, won; H. H. Lyttle, Pope-Toledo, second; W. F. Winchester, Franklin, third; George Graham, Winton; fourth. Time, 5:10—unofficial, 4:59. Won by 50 yards. First mile in 1:04 3-5, last mile in :59.

Two miles for Cadillac machines, road equipment, driver and one passenger—W. Fisher, won; R. G. Hayes, second. Time, 3:48 2-5.

Two miles for runabouts—W. C. Jaynes, won; F. C. Carter, second. Time, 5:03 2-5.

Exhibition mile by Barney Oldfield in Peerless. Time, :58.

MONDAY'S RACES

Three-mile motor cycle exhibition by J. C. Willett. Time, 4:04 2-5.

Two miles for Franklin machines—F. R. Alliger, won; John W. Gibbs, second; W. H. Baker, third. Time, 3:38 2-5.

Two miles for Pierce machines—George Coventry, won; A. J. Keller, second; F. Dey, third. Time, 4:44.

Two miles for Rambler machines—F. C. Carter, won; O. E. Yeager, second; M. N. Wall, third. Time, 3:33 1-5.

Twenty-five miles against record by Charles Schmidt in Packard Gray Wolf. Time 28:32 1-5.

Fifteen miles, free-for-all—Barney Oldfield, Peerless, won; George Graham, Winton, second. Time, 16:26 3-5. Oldfield continued through 25 miles. Time 26:42.

Two-miles for Thomas machines—Burt Tompkins, won; H. E. Crouch, second. Time, 3:29 4-5.

Two miles for Haynes machines—F. F. Norris, won; J. J. Gibson, second. Time, 3:54 1-5.

Five miles, great Buffalo handicap, for Erie and Niagara county owners, full road equipment, one passenger and operator—Charles Soules, Pope-Toledo, won; E. O. Mack, second; W. A. Lutz, third. Time, 6:46.

MEET FOR STOCK CARS

San Francisco, Cal., Aug. 9—The program of the Del Monte race meet, which is to be held this month, is one of the best ever provided for a meet on the coast. Events are scheduled for almost every kind of car used on the Pacific coast, and most of them are for vehicles with full touring equipment. This provision in the regulations meets with general approval, as the average automobilist desires to know especially what a car will do when it stands as generally used. Racing cars and freaks made for racing purpose offer much sport for those who love excitement, but illustrate little that is of general value to purchasers of cars. Notwithstanding this fact races and exhibitions for cars of this kind are always among the events scheduled at a race meet, as they at least have the advantage of keeping the curiosity seekers interested.

ALL UNION DRIVERS?

Washington, D. C., Aug. 11—The Central labor union will hold a big athletic carnival at the Bennings race track on Labor day, and among other events there will be five automobile races for amateur drivers. E. J. Ratigan, chairman of the automobile race committee, has just received a sanction from the A. A. A. for the meet. All the events will be at a distance of 5 miles except for steam machines weighing from 551 to 881 pounds, which will be at 3 miles. A great deal of interest is being manifested in the proposed races and the entry list is being rapidly filled. Washingtonians have had little opportunity to see automobile racing, as only one meet has been held there. It was a pronounced success and should lead to a number of meets this year.

Bennings race track is owned by the Washington Jockey Club, in which August Belmont chairman of the Jockey Club, and S. S. Howland, head of the local jockey club, are heavy stockholders. Heretofore they have always frowned upon any proposition to hold automobile racing on the Bennings track, claim-

ing that it would injure the track. Finally, at the solicitation of Mr. Ratigan and others, Mr. Belmont permitted Royce Hough, manager of the Washington branch of the Pope Mfg. Co., to run a Pope-Toledo four-cylinder car around the track for an hour, in order to watch its effect upon the track. Manager Hough circled the track, which is a mile in length, a number of times in a stock car and demonstrated clearly that automobile racing would not injure the track in any way. Benning track is one of the finest in the country and an ideal course for automobile racing. A record-breaking crowd is expected Labor day.

DETROIT'S BIG PROGRAM

Detroit, Mich., August 13—The Detroit Automobile Racing Association and the Motor Club of Detroit, under whose auspices the 2-days' race meet scheduled for August 26 and 27 is to be given at the Grosse Pointe track are sparing no effort to insure the success of the meeting. The program has been arranged as follows: First day, August 27—Five-mile open, cars of any horsepower, under 1,432 pounds; 10-mile open, stock touring cars stripped, of any weight or horsepower; 5-mile manufacturers' challenge cup, open to manufacturers and their representatives, cup remains in competition until won three times by one manufacturer or his representative; 5-mile handicap, open, standing start, limit of handicap $\frac{3}{4}$ mile; 5-mile motor cycle race, open; 15-mile open to cars of any horsepower or weight; exhibitions and record trials.

The program for the second day is as follows: Five-mile open, cars of any horsepower under 1,432 pounds; Detroit owners' handicap, 5 miles, open, standing start and $\frac{3}{4}$ -mile limit handicap; 10-mile open; 5-mile motor cycle race; 5-mile handicap, open, standing start with $\frac{3}{4}$ mile limit handicap; 10-mile open for cars of any weight and horsepower; record trials and exhibitions.

A rule has been adopted by the organizers by which contestants are requested to report at the cooling-out shed, where stalls will be assigned to them and where they will receive tickets and numbers. After each race contestants must return to the cooling out shed and remain there until called by the clerk of the course. No call will be made elsewhere than in this place. Only first prizes will be given and they will be worth from \$75 to \$200. Entries close August 25 with E. H. Broadwell, 254 Jefferson avenue, Detroit, Mich.

FINE EVENTS AT PROVIDENCE

Providence, R. I., Aug. 13—Definite arrangements for the holding of an automobile meet by the Rhode Island Automobile Club were completed yesterday and Narragansett park has been secured for the afternoon of September 10. This will be the third meet that the club has held since its organization, and while only the preliminary details have been decided upon at the present time the interest that has already been manifested among racing men seems to assure the success of the undertaking almost before it is started. There will be \$1,500 in prizes given and they will be either in the form of cups or cash. Over 1,000 announcements were sent out last week by the secretary, Elliot Flint, and applications for places in the events will soon be accepted. All of the race meetings given by this club have been good ones and Providence has come to be recognized as one of the important points on the circuit.

WILL RACE A MONSTER

Barney Oldfield Expects To Drive Eight-cylinder Peerless at Cleveland Meet—Many Entries

Cleveland, Aug. 16—If Barney Oldfield's new Peerless racer proves satisfactory he will in all probability compete in the Glenville race meet Friday and Saturday. The new car is by far the largest that the Peerless people have ever turned out, and Louis P. Mooers, who designed it, claims it is the most powerful racer built in this country. It has eight vertical cylinders, each $5\frac{1}{4} \times 5\frac{3}{4}$, which Mooers states ought to give it twice the power of the Green Dragon, which Barney is now driving and on which he won at Toronto and Buffalo. Clevelanders are particularly anxious to see Oldfield compete against Earl Kiser with the Winton Bullet II and there will be considerable money posted on these two if they come together. In addition to the men mentioned, there will be some fast cars in the Glenville meet. Herbert Lytle with an eight-cylinder Pope-Toledo, Henry Ford with Ford-Cooper 999, H. H. Franklin with a Franklin racer, three White steamers, Carl Fisher with a Comet racer, and G. E. Harbaugh with a Pope-Toledo are among the entrants. Frank Stearns and the Royal people are expected to have cars.

Entries for the Cleveland meet are coming in very satisfactorily and there have been a number of promising inquiries from eastern racing men. An all star list of officials has been secured for the Cleveland meet. A. R. Pardington, chairman of the racing board, will be referee, C. B. Haskins clerk of course; Fred J. Wagner, starter; William A. Skinkle and George S. Davis scorers; Henry Collister, David Post, F. E. Castle, Ned Broadwell, George L. Weiss, P. L. Hussey and Charles Weaver, will be timers; while the judges will be W. C. Temple, E. Shriver Reese, C. H. Gillette, Fred T. Shoales and A. Ward Foote. Ezra Kirk and Charles M. Hall of Toledo will be announcers.

TWO DAYS' MEET IN DENVER

Denver, Colo., August 13—Several hundred dollars' worth of prizes will be distributed to the winners and seconds of the twelve races and exhibitions which are scheduled to take place at the Overland park track August 27. A feature in connection with the holding of the races is that they will be started at 2:30 sharp, are expected to end at 5:15, and that those who are not at the post exactly on time will not be permitted to start. The complete program of the different events, which will be run under the direction of the Colorado Automobile Club, is as follows: Five-mile race for amateurs, American stock gasoline cars not over 10-horsepower; 5-mile race for amateurs for similar cars up to 16-horsepower; 5-mile race for amateurs for American stock cars, either steam or gasoline, up to 24-horsepower; 5-mile race for amateurs for stock steam cars up to 10-horsepower; special 5-mile touring car race, with full adult load and touring equipment.

The awards will be made on points, as follows: General appearance of car and passengers, 20 points; quietness and ease of operation, 20 points; skill of operator, 20 points; speed of car, 20 points; stopping and starting, 20 points. Each contestant will be re-

quired once during the 5-mile race to come to a full stop directly in front of the flag at the grand stand and start again without stopping the motor.

The sixth event will be 5-mile flying start challenge race by George Herring, in the Stanley Comet, against any machine. The other events are: Five-mile race for semi-professionals for gasoline cars up to 10-horsepower, rigged for racing; cowboy against automobile; 5-mile race for gasoline or steam cars not over 20 horsepower, cars may be rigged to suit operator but racing cars are barred; 2-mile race for ladies in stock cars; 5-mile race for semi-professionals for any car except racing machines; motor cycle race.

OMAHA PLANS MEET

Omaha, Neb., Aug. 15—A 2-days' race meet has been arranged to be held August 23 and 24. It is organized by the local dealers and owners, and from the present indications promises to be interesting, inasmuch as such well known drivers as Barney Oldfield, A. C. Webb, Webb Jay and others have announced their intention of taking part. The program scheduled for the first day comprises the following events: Two-miles for single-cylinder cars under 1,200 pounds, stripping allowed; 10-mile match race between Brandeis in a White and Updike in a Franklin; 3-miles for cars of 30 horsepower or less and weighing less than 2,000, stripping being allowed; 5-mile special race in two heats for racing cars; 5-mile Derby for stock cars, stripping allowed; Australian pursuit race for single and double cylinder cars weighing less than 1,000 pounds; attempt by Barney Oldfield to break the mile record for half-mile track; 5-mile handicap for all cars having competed in previous events, handicaps to be made according to the showing made by the competitors in previous events. The events on the program for the second day are the following: Three-miles for single-cylinder cars weighing less than 1,300 pounds, with full touring equipment; 3-miles stop and start race for gasoline cars, cars must carry full equipment and four passengers, car and motor to be stopped and started, passengers to be unloaded and loaded every half mile; attempt by A. C. Webb to break the world's mile record; 5-miles for touring cars with full equipment; pursuit race for stock cars; final of 5-mile race for racing cars, heats having been run the preceding day; exhibition by Webb Jay; 5-mile handicap for all cars that competed during the meet, handicaps to be made from showing made during 2 days' races.

ONE DAY FOR MINNEAPOLIS

Minneapolis, Minn., Aug. 16—There will be automobile races at the state fair, after all, but instead of a 2-days' race meet, there will be only 1 day of races, on August 18. Last week the state board of fair managers decided it would not rent Hamline track for the purpose of holding automobile and horse races because it thought the presence of the horses, among which was to be Dan Patch, would effect the attendance at the fair later in the month. After a number of meetings between the parties interested it was decided to hold no horse races and only events for automobiles. The meet will be run under the management of Asa Paine, of the Minneapolis Automobile Club, and promise to be interesting.

JERSEY CARNIVAL STARTS WELL

Senator Morgan's Latest Promotion, the Week-long Tournament, at Long Branch Bids Fair to Become a Permanent Affair—Show is Well Filled and Races are Closely Contested

Long Branch, N. J., Aug. 15—Good old Senator Morgan, Poo-Bah of promoters, had a glorious day for the start of his latest enterprise, an automobile carnival week on the north Jersey coast. Old Sol beamed brightly upon it. Zephyrus, or whoever the wind god is antithetical to gruff old Boreas, fanned it gently. And, of course, dear old Neptune was hospitable to his new guests and gave as his part of the welcome to the Jersey shore a deep blue ocean, whose glistening waves danced a glad greeting.

Morgan's Ormond tournament is now an international classic. Morgan's "climb to the clouds" and tour of the White mountains are destined to be annual events of moment. And it looks now as though Morgan's latest promotion will be the forerunner of a happy week at the seashore for automobilists and tradesmen every summer.

To be sure this is a first attempt, the carnival is but a day old and the big events of the week are yet to come. Somehow, though, the automobile world has begun to have faith in Morgan and seems more ready with its support for each fresh enterprise of his.

Tradesmen of New York and New Jersey and of even more distant places took every foot of space in the pretty little 100 by 80 foot casino at the rear of the West End hotel and present such a considerable variety of exhibits as to insure the show's success and really made it worth while for the thousands of summer residents stretching from Seabright to Bay Head to pay it a visit mornings, afternoons or nights. Interest in automobiles from a buying standpoint is early in evidence, say the dealers, who have come down here to camp for the week, and all hands seems confident that this summer trading by the waves will prove far more profitable than waiting for stay-at-home customers in the hot city.

The straightaway races on the ocean drive were the sporting events of the opening day. Drivers proved just as ready to back up the senator as had the tradesmen. All the events filled well and for the free-for-all two crack, high powered Mercedes flyers of wide repute were entered by Harry Harkness, the "climb to the clouds" hero, and E. R. Thomas, of turf fame.

The speed contests were run over a 3/4-mile stretch of level, hard clay road along the bluff, south from the Ocean House to the West End hotel, and consisted of quarter and half-mile dashes. The races were but two in three heats. The first heat in each was run from a standing and the subsequent ones with a flying, or rather, rolling start, as the run in was rather short to attain very high speed before the line was reached.

A. L. McMurtry was in charge of the timing and gave a first trial to his new electric device. The timers at the start and finish and at intermediate points wore telephone head gear. This gave them constant communication with one another without interfering with their timing. At the finish there was a lay out of watches on a board. The various watches were started at the start and at inter-

mediate points as desired by pressing buttons, and the timer at the finish stopped them in the same way. In but two heats were there hitches and these came through failure to press the buttons. The McMurtry timing apparatus is sure to be in general use for all straightaway events to come.

The forty policemen, regular and special, furnished by Mayor Blodgett, of Long Branch, kept the course really quite clear. There was little disposition on the part of the 5,000 or more spectators that lined the course to go beyond the curb on the land or the railing on the ocean side of the road. The races passed off without a casualty save the killing of a French poodle by Harry Harkness at the finish of the free-for-all.

There was a great turn out of people for a week day. A grand stand had been erected just before the finish, but spectators seemed to prefer the bluff pavilion, the bridge to it from the West End and the roadside as view points.

The management was satisfactory and efficient, the events being run off promptly, and though the heats were numerous, finished between 3 and 5 o'clock. Cycling days were recalled by two former champions acting as officials—Arthur A. Zimmerman as starter and Eddie Bald as clerk of the course. S. A. Miles, manager of the N. A. A. M., was referee.

Just before the start a marshall would ride up the course waving a red flag by way of warning. This was effective in clearing the road promptly. When a heat was finished the cars would at once return to the starting point, so that at all times the road was clear of vehicles and the competitors were at hand ready to be sent away when their heat was called.

The races were, of course, only dashes; but that made them close and added to the excitement. The cars had hardly time, however, to really get full headway, so the times scored when they came to be doubled for the mile were rather disappointing. It was noticed even at Ormond that the really fast running was not done until the last half-mile was reached. Still, considering the short run in the 35 seconds from a standing and 31 1/2 seconds with a rolling start were not a half bad beginning for world's half-mile straightaway record table.

In the free-for-all Mr. Thomas' Mercedes, driven by E. E. Hawley, outpaced the Harkness Mercedes, piloted by its owner, a hundred yards or so each heat.

Franklins alone faced the starter in the \$1,600 class. They were so evenly matched that more than two heats were required to evolve the winner. The Royal, driven by Joe Tracy, scored an impressive run in the \$2,000 to \$3,500 class. Waverly runabouts piloted by ladies finished first and second in both heats of the electric class. The results of the afternoon's racing are given in full in the following summary:

Half-mile, best two in three heats, for stock cars listing at \$650 or under. First heat, stand-

ing start.—H. L. Lewis, West End, won; John Hanson, New York, second; F. W. Stockbridge, Bridgeport, Conn., third. Time, quarter, 47 3/4; half, 1:23.

Second heat, flying start, Stockbridge won; Lewis, second. Time of winner, 1:11. Time of second, 1:11 3/4.

Third heat, flying start, Lewin won; Stockbridge, second. Time of winner, 1:13; time of second, 1:18 3/4.

Quarter-mile, best two in three heats, for stock cars over \$650 to \$1,600. First heat, standing start.—J. F. Johnson, New York, Franklin, won; Richard De Gray, Monmouth Beach, Franklin, second; F. W. Stockbridge, Bridgeport, Conn., Franklin, third. Time of winner, :44; time of second, :44 3/4.

Second heat, flying start—De Gray won; Johnson, second. Time of winner, :35 1/2; time of second, :37 1/4.

Third heat, flying start—De Gray won; Johnson, second. No time taken. Declared no heat.

Fourth heat, flying start—De Gray won; Johnson, second. No time taken.

Half-mile, best two in three, for stock cars listing from \$2,000 to \$3,500. First heat, standing start—Joseph Tracy, New York, Royal, won; Frank Sibley, New York, Berg, second; H. R. Lounsbury, Jr., New York, third. Time, quarter, :31 1/4; half, :53 3/4.

Second heat, flying start—Tracy won; Lounsbury, second; Sibley, third. Time of winner, :35 3/4; time of second, :57; time of third, :57 3/4.

Half-mile, free-for-all, best two in three heats—First heat, standing start, E. R. Thomas, 60-horsepower Mercedes, driven by E. E. Hawley won; Harry Harkness, 60-horsepower Mercedes, second. Time of winner, :35; time of second, :40 3/4.

Second heat, flying start—Thomas won; Hawkins, second. Time of winner, :31 1/4; time of second, :35 3/4.

Half-mile, best two in three heats, electric cars. First heat, standing start—Mrs. C. C. Miller, Long Branch, Waverly runabout, won; Mrs. A. L. McMurtry, New York, Waverly runabout, second; C. C. Miller, Long Branch, Woods brake, third; Arthur Courdier, Long Branch, Studebaker, fourth. Time of winner, 2:03 3/4; time of second, 2:07.

Second heat, flying start, Mrs. Miller won; Mrs. McMurtry, second. Time of winner, 1:57; time of second, 2:00 3/4.

The show is being held in a casino in the West End hotel grounds, affording some 8,000 square feet of exhibition space. At one end is a stage, with a scene set. American flags and clusters of the national colors constitute the decorations. It is lighted by electricity and will be open evenings that New York business men may have a chance to view the exhibits. C. H. Munger, of Chicago, of Bearings and Cycle Age fame, is the associate manager in charge. The showmen were busy this afternoon installing their exhibits. All have demonstration cars at the hotels.

The exhibitors are: Worthington Automobile Co., New York; Berg & Metser; Elberin Automobile Co., Durkopp; Duerr-Ward Co., New York, Royal and Acme; Allen, Halle & Co., New York, Mercedes; Smith & Mabley, New York, Simplex and Mercedes; Continental Tire Co.; Samson Tire Co.; Hartford Rubber Works Co., Puerocleaner; U. S. Electric Co., novelties; Packard Motor Car Co., of New York; Matheson Motor Car Co.; Peter Fogarty, New York; Northern Motor Car Co., of New York, Cadillac and Autocar; American Automobile Storage

Co., New York, Franklin; Sidney B. Bowman Automobile Co., Clement-Bayard; and Newark Motor Car Co., Michigan.

The Durkopp, shown by the Elbersson Automobile Co., is a three-cylinder, 16-horsepower car made at Bielefeld, Germany, and is exhibited for the first time in this country.

An incident of the opening day, which has aroused much interest, was the start this morning from the West End hotel of a Clement-Bayard on a non-stop record attempt. As it was sent on its journey at 10:24 o'clock Virginia Harned, the actress, poured a glass of champagne on the bonnet and wished its driver godspeed and that the motor might not stop until they stopped it. Driven by Clovis Bertrand, F. E. Moscovies and Jack Merk, it has been making round trips of 25 miles between Spring Lake and Long Branch in about an hour. The first 125 miles was covered in 6 hours 2 minutes.

The carnival will be continued with track races at Elkwood park on Wednesday and Thursday, straightaway mile contests at Spring Lake on Friday and a floral parade and ball at Long Branch on Saturday.

WEDNESDAY TRACK RACES

Long Branch, N. J., Aug. 17—Fully 3,000 members of the Jersey coast summer colony, half of whom came in automobiles and carriages, saw some excellent motor car racing at Elkwood park today. The old mile course had been put into acceptable condition for speeding and competition. It was fast enough for Harry Harkness with his Mercedes to wipe out Henri Fournier's track records from 21 to 25 miles, and also Alexander Winton's 1:17:50 for 50 miles. Harkness' time was 28:30 2-5 for 25 miles, and 1:01:23 1-5 for 50 miles. Edward Hawley, driving E. R. Thomas' Mercedes, and Joe Tracy in the Royal, started with Harkness. Hawley quit in the second mile, claiming Harkness had cut him off, but later raced again for a few miles. Tracy continued for 36 miles and quit when about 3 miles behind, having broken the water radiator of his car. Harkness continued to 60 miles in 1:12:40 3-5.

R. Newton, of Newark, Autocar, won the 1-mile race for cars of \$650 to \$1,000, in two straight heats, by a hundred yards each time. L. W. Lord, Pope-Hartford, was second, the times being, respectively, 1:50 3-5 and 1:53.

Harry Harkness captured the 3-mile race for cars costing from \$5,000 to \$15,000, being allowed 30 seconds on account of the owner driving it, this being specified in the rules. The actual time at the finish was, Hawley, 3:18; Harkness, 3:28 1-5. Charles Greuter, Matheson, was beaten by $\frac{3}{4}$ -mile.

Matheson won the 5-mile pick-up race, stopping and picking up a passenger on the second and fourth miles, his time being 8:48 2-5. A. Murray in a Panhard was second in 9:46 2-5, and H. R. Limsberry, Jr., in a Worthington Meteor was third.

Hawley won the mile free-for-all in straight heats, beating Harkness 100 yards each time, and finishing in 1:06 and 1:05 $\frac{1}{2}$, respectively, for the heats. Harkness' times were 1:09 $\frac{3}{4}$ and 1:10 $\frac{1}{2}$. Mrs. A. L. McMurtry won the electric match race by default.

S. D. Bowman, in a Clement-Bayard, completed the first 1,000 miles of his non-stop run in 46 hours 27 minutes.

The show exhibitors report tonight enough sales made to prove the exhibit a sure paying proposition, the attendance yesterday and today being fair.

GOOD ROADS OF FRANCE

How the Republic Maintains the Systems of Ideal Highways for Which It Is Noted.

"They do these things better in France," and an important item among "these things" is the way the whole of the French roads are made and administered.

Briefly, the whole system of roads and bridges in France is under state control, and is administered under two state ministries, the national routes being under the charge of the ministry of public works, and the departmental roads under the jurisdiction of the ministry of the interior.

The French roads are divided into eight or ten kinds, but for the purpose of this article they may be considered in three principal classes, says the Automobile Club Journal, of London, each of which has a legislation of its own, the superintendence of them being divided between two administrations, namely, those of the bridges and roads, and the local service. Considerable rivalry exists between the two departments, which will, in all probability, ere long be combined, for scarcely a year passes in which the question of the suppression of one or the other of them does not arise in parliament.

The state has the right to take and acquire flints or similar road material whence they please, in the district in which it is required, and it is only since 1892 that this right was accompanied by the requirement that the state should pay for the material thus obtained.

It may here be interposed that the whole of the bridges in France are, equally with the roads, under state regulation and control. They are, indeed, treated as parts of the roads, and are designed, built, and maintained by the state or by the departments in the same way as the roads themselves. It is impossible, therefore, for any bridge to become "derelict" and dangerous.

The principal class of the French roads consists of national routes. They are administered by the department of bridges and roads, and are maintained at the cost of the state. The staff comprises about 700 engineers and 1,800 "conductors," whose duties are to superintend and control, under the direction of the engineers, all the work under the engineer's charge, and generally to act as foremen or overseers. There are about 38,000 kilometers of this class of road, and the regulations governing them, the accounts, and salaries, etc., are the same throughout the whole country.

The second class comprises the departmental roads. These are the principal roads of intercommunication throughout the country. They are administered by the local service department, and are under the direction of inspectors or of engineers, who are in this service considered only as inspectors, who have charge of about 247,000 kilometers of roads, which are built and maintained at the cost of the department, and not of the state; but subsidies are granted by the state towards the cost of construction only, and not towards their maintenance.

The general council—the departmental authority elected by the inhabitants—selects from the two classes engineers or inspectors, the one it prefers, to administer the roads, and includes the cost thereof in the local budget.

At first glance, this would appear to be an administration distinct from that of the departments, but, in reality, the ministry of the interior, upon which rests entirely the local service, maintains great uniformity throughout all the service departments, and the payment, etc., of the staff differs but rarely.

The third class includes the ordinary local roads. These are of minor importance and size, and connect neighboring villages and towns. They are under similar direction, namely, that of engineers, as decided by the local general council, as those of the second class, and are built and maintained at the cost of the commune, with a subsidy from the state and from the department, for construction only. Their total length is about 382,000 kilometers. The ministry of the interior imposes the greatest uniformity in the rules and regulations which obtain throughout the country, and the different communes have not the right, excepting a strictly limited one which is fixed by law, to refuse the necessary funds for maintenance.

MORE MILWAUKEE MISERY

Milwaukee, Wis., Aug. 13—Another lawmaking department of the municipal government has added further restrictive legislation to that already directed at automobiles by the common council. The park commission has passed an ordinance providing that automobiles shall not travel faster than 8 miles an hour straightaway on the boulevards and park roadways and 4 miles at the intersection of roadways. It is a rather strange coincidence that this new legislation, like all that has gone before, has been superinduced by something that has happened among the ultra-society set. A month ago, the millionaire Uihlein family, controlling the Schlitz brewing interests in this city and country, and a party of friends, were on the way to a suburban summer resort where dinner was to be served to a larger party of motorists. The run to the resort was made by way of Lake park. The Uihleins, it is said, were on the wrong side of the road when L. W. Nieman, managing editor of the Milwaukee Journal, came from the opposite direction, shooting in from a side road and a collision was imminent. The Uihlein chauffeur turned suddenly, upsetting the Peerless completely. Three of the party were caught under it and held there until dragged out by park visitors. The Nieman machine was not touched, and all of the Uihlein party escaped without serious injury. The machine was wrecked, the damage to it being estimated at \$2,000. Because it was one of the richest families of the city that figured in the accident, the cry went up that "the parks are for the poor" and it was kept up until this new ordinance was passed. Thus Milwaukee has its original speed ordinance passed principally to curb young Sherburn Becker, cowpuncher and alderman from the first ward; the numbering and licensing ordinance, passed by the vacillation of wealthy young George Lonstorf, who broke into the council to have an alley vacated to make another millionaire mad, and now the park ordinance because the wealthy brewers who "made Milwaukee famous" took the chance of killing themselves to save somebody else. Milwaukee motorists are doing well with their silk-stockinged friends. But the day of reckoning is at hand, and a grand round-up of opposition is taking place.

CHICAGO LAW IN COURT

City Is Enjoined from Enforcing Recently Passed Complicated Automobile Ordinance

Chicago, Aug. 15—It looks as if there may be a hard fight between the Chicago Automobile Club and the city over the automobile ordinance which was signed by the mayor several weeks ago. In no other city or village in the United States has a body of automobilists taken such a firm stand as the Chicago Automobile Club has against this ordinance, which is considered illegal, discriminating and absurd.

Last Saturday Judge Haney granted a temporary injunction upon application for a restraining order presented by the club. Each member was named in the petition, which was signed by President John Farson. The reasons pointed out by the club are summarized as follows:

Numbering, as bogus numbers often are used, leads to confusion and the arrest of innocent persons.

Numbering is an easy-going method of apprehending violators of the law and of no practical benefit.

Automobiles usually are operated in boulevards which are under the control of the park commissioners and patrolled by mounted police who are capable of arresting offenders.

The ordinance gives the automobile board and the mayor the power of discrimination.

Without an injunction "a multiplicity of suits at law and criminal prosecutions to enforce the ordinances and the collection of the license fees immediately will follow."

For reckless driving the state laws provide ample remedy.

Enforcement of the ordinance would prevent competent drivers from operating machines.

The corporation counsel said he would ask to have Judge Haney's order dissolved because the injunction was granted without notice to the city. In speaking on the matter Sidney S. Gorham, the attorney for the Chicago Automobile Club, made the following remarks: "We were willing to co-operate with the city officials in framing an automobile ordinance which would provide for the public safety without compelling the members of our club and drivers in general to incur needless hardships. In fact, we held one conference with Assistant Corporation Counsel Arthur and Mason in regard to the ordinance and made suggestions concerning it. Then the judiciary committee reported out the present ordinance and passed it without giving us a chance to be heard. The new ordinance's most objectionable features were the requirements for the examination of chauffeurs, the provision for numbering machines and the one compelling a license fee to be paid. The numbering of the machines resulted in the arrest of many innocent persons. I defended three men who got in trouble because a policeman had taken down the numbers of their machines. The men were not operating their cars at the time and some one else was using their number.

"It would compel automobile owners to hire a crew for their machine as large as that of a private yacht if the ordinances were to be obeyed. I ride downtown to my office every morning from La Grange and pass through seven different towns on my way into the city. If I had to have a number and pay a license fee in every one of these towns I would be constantly in trouble. The other towns have just as much right to pass auto-

mobile ordinances and enforce them as has the city of Chicago. Some of them have done so. The town of Lombard, for instance, built its new sidewalks by imposing fines upon owners of automobiles that passed through it. The automobile is here to stay and it is time to recognize this fact and not to persecute men who own them. The Chicago Automobile Club will join with the city officials in doing all it can to protect the lives and limbs of pedestrians, but its members do not intend to be penalized simply because they own machines."

"There are many people who claim that there are very few automobiles compared to other vehicles," said a member of the automobile club, "yet they will not concede that for the short time the cars have been used they have caused fewer accidents than any other vehicle. People also say they wonder that not more accidents are caused by drivers of automobiles because they go so fast. That is quite an argument in favor of these cars and shows how easily they can be stopped, regulated and driven. Instead of trying to get up ordinances which have no common sense, it would be better to post big signs at street corners, bearing, for instance, an inscription, 'Before crossing the street, open your eyes and look around,' or 'Stop dreaming when crossing the street.' There is no doubt that if people would be more on the lookout when going from one side of the street to another there would be less complaint, not only against cars, but all other vehicles. I have no trouble in getting around and find very few others who do."

It was reported that Mayor Harrison said that after the stock yards strike is ended he will give instruction to the chief of police to have a flying squadron go through the streets of the city and arrest every violator of the ordinance. The mayor made the following remarks:

"The injunction does not apply to the speed regulations, but if it did we could enforce the state laws, which prohibit driving on the public highways at a speed exceeding 8 miles an hour. If the automobile owners have no respect for the rights of the people I don't see why we should have any respect for theirs. They have fought the city at every turn, and the city will have to fight back. I go out on my wheel two or three nights a week, and jog along at 8 to 10 miles an hour. The automobiles go by me so fast I seem to be standing still. I'll bet there isn't one of them that does not run from 12 to 15 miles an hour. If Judge Haney could have seen one automobile that passed me on the Sheridan road he would have hesitated about granting an injunction. It was running at the rate of 50 miles an hour. I think I am a good guesser at the rate of speed of trains and vehicles, and I am certain I do not miss my guess on the speed of that machine. If the present ordinances are invalid I favor the passage of an ordinance limiting the speed to a reasonable rate. If the city council passes such an ordinance I will enforce it if it takes every policeman in Chicago to do it. Since 400 owners of automobiles have joined in the injunction proceedings, no attempt will be made to enforce the ordinance against the others. If we were to attempt to enforce the ordinance against any one, all he would have to do would be to apply for an injunction. We will wait until the courts pass on the question."

FRENCH SHOW RULES OUT

Promotors of the Big Event of December Offer Prizes in Order to Secure Heavy Entry List

The regulations concerning the seventh annual international automobile, cycle and sports exhibition, of Paris, which will be held September 9-25, 1904, have been published. The exhibitors will be divided into three classes: First, those showing motor cars, motor cycles and vehicles of mechanical traction; second, all kinds of commercial cars, such as delivery vans, trucks, tractors and ambulances; third, bicycles.

Only manufacturers may exhibit in the first class, and agents for foreign cars will be admitted providing they exhibit only cars of the manufacturer they represent. In order to increase the interest in the show and also as a token of appreciation for what has been done for the automobile industry of France, a certain number of stands will be reserved in the center of the main hall for the oldest concerns, the number to be named by the executive committee.

Those to be selected by this committee will draw lots as to location. The selection of these firms will be made by points, which are attributed in the following way: Five points for each year of existence as an automobile manufacturer; for having taken part in automobile shows or races organized either by the French government or the Automobile Club of France three points for first place, two points for second place, and one point for any other place or simply for having taken part in the race or show; five points per year for having taken part in the annual shows organized by the Automobile Club of France; same number of points for having taken part at French international exhibitions; three points per year for having taken part at a foreign international exhibition at which the French automobile section may have been officially organized by the French government; for rewards received at French or foreign exhibitions or at those organized by the Automobile Club of France from one to five points, according to the reward, the highest number of points being given for first prize.

There are subdivisions among the classes which will comprise exhibits of all kinds of parts and accessories, bodies, motors, machinery, tools, motor boats, balloons, patents, tires, publications, photographs, and a special section for agents.

The profits or losses will be divided as follows: After 10 per cent has been taken, which is to form a reserve fund for shows, 50 per cent goes to the Automobile Club of France, 20 per cent to the Automobile board of trade, 20 per cent to the automobile and cycle board of trade, and 10 per cent to the bicycle board of trade. Entries must be sent to the general commissioner of the show, Gustave Rives, 6 place de la Concorde, Paris, before September 20. Show space will cost from \$5 to \$10 per square meter in the main building, on the ground floor; on the first floor and galleries the square meter price will be \$4, while the space in the hot house of the city of Paris will be sold at \$3 per square meter.

As there was hardly enough space in the Grand Palais last year, an arrangement was made with the city of Paris by which the spacious hot houses are to be used for exhibition purpose. All the commercial vehicles, motor boats, motors, machinery, tools, material for construction, balloons, and the alcohol section

will be located in this magnificent building.

In connection with the decoration and arrangement of the booths the exhibitors may not put up arcades, posts, or signs which will be susceptible of covering the view of other stands and of spoiling the good ensemble of the show. No ceilings will be allowed, nor curtains or anything that will cause complaint. Each stand must be surrounded with a line of rope to prevent one exhibitor from crowding into his neighbor's space. All projects concerning the stands or booths must be submitted for approval to the committee. Nothing may be put into a booth without the previous approval of the committee, and no exhibitor may dispose of his space or part of it. The stands are to be put up between December 1 and 4, and must be ready on the eve of the latter date.

It has been decided that no photograph or sketch of anything that is exhibited will be allowed without a written consent from the exhibitor and the executive committee, but the committee has reserved to itself the right to take any photograph it may wish.

A NON-STOP MIX-UP

New York, Aug. 13—There was quite a little flurry of discussion this week over the claims of La Roche that his non-stop record trial with the Darraq had been sanctioned by the A. A. A. In a letter to the MOTOR AGE correspondent Chairman Pardington, of the racing board, stated that though application for sanction had been made to his body, it had been refused. The chairman said his board would grant no sanction for any but open events and none wherever when there was a claim that the speed limits would be violated.

The publication of this stand of the racing board led to Mr. La Roche's producing the original sanction, which was granted by Augustus Post, chairman of the St. Louis time committee. Enclosed with this sanction was a copy of a letter of instructions to the official observers, in which they were informed that they must be prepared to make affidavit as to the truth of their reports.

HENRY FARMAN QUILTS RACING

Henry Farman has decided to join his brother Maurice and give up the racing game. He finished seventh in the recent circuit des Ardennes, run in Belgium, in which it is reported he had not fewer than ten serious tire troubles. When asked concerning his decision to retire from the racing fraternity, Henry said: "You see, there is nothing more to be done. We get our automobiles and bring them into such a condition that they may be said to be perfect. We train in them until we know them like we do human beings; we risk our necks in a 500-kilometer run and all the while we are dependent on the tires. Until something more resisting is produced than pneumatics these races will continue to be won or lost by luck. The finest motor is useless if the wheels that carry it are not suitably padded against the shocks of the roadway. We cannot always have a racing track to run on, nor is it well that we should have one, but no tire has yet been produced that can travel on any other surface at the gigantic speeds now possible for any appreciable distance without giving way." Farman's decision to quit racing is much commented upon in French automobile centers. With his brother he was one of the oldest and best known automobile drivers, belonging to the old bicycle school.

HORSES MUST GIVE WAY

Swell Set of the City of Breweries Gradually Being Won Over By Automobiles

Milwaukee, Wis., Aug. 13—With the season of 1904 waning—and it is really the first automobile season in this city's history—we are able to muster a paltry 250 automobiles, good, bad and indifferent. There should be a thousand of them in service, and there will be, unless all signs fail, as soon as a brisk business can supply them.

The year 1905, it is predicted, and with confidence, will be the banner one for automobile sales in the home of the breweries. The city has just made a beginning. The natives are getting so that they do not shy at a machine any more than the horses and, speaking about horses, it is because Milwaukee's stables are graced with ten times its share of equine aristocracy that the number of automobiles owned here is less than a third what it should be.

Milwaukee leads the world for its driving horses and equipages. A horse show of splendid proportions can be worked up here from private stables on 24 hours' notice. The investment in this line is tremendous. The ultra-fashionable have vied with each other in horseflesh for 20 years. When the automobile came the fight for which would be "it" opened. Lovers of the horse looked down into the automobiles from landaus—aye, and from tally-ho coaches with four and six equine darlings prancing in the rivalry. The Pabst Brewing Co. owns the six greatest coach horses living.

One year from now fashion will have had its brushes in the automobile line. Two years from now the old fight for supremacy on the boulevards will be to the death between automobile outfits. It is coming, as surely as fate. The conditions point to it most certainly. A beginning has been made. A blind man could feel it with his cane.

This rivalry—mark the prediction—outside of those who resort to the automobile for its entertainment, will cost a cold million.

If there is a place on the face of the earth where the automobile's onward march toward the goal of popularity could be checked through love of, or pride in, the horse and horsiness, this is the place. But the automobile has broken in. Milwaukee has swung into the procession. If she does not peg along at the head—speaking now for what is sometimes called the "400"—the MOTOR AGE man will be grieved but distinguished by the melancholy duty of recording the first instance of where Milwaukee's swiftness failed to hit the pace out of consideration for "the price."

GLIDDEN CUP CONDITIONS

St. Louis, Aug. 13—An informal meeting of officers of the American Automobile Association was held at the Hotel Jefferson in St. Louis to consider the conditions under which the Glidden \$2,000 touring cup should be competed for, and the following suggestions were adopted:

The cup shall be known as the Charles J. Glidden touring cup.

The cup shall be competed for annually, beginning with the year 1905, by members of the American Automobile Association, or by any club in the world recognized by it. Each contestant shall have been a member at least 1 year.

The distance driven shall not be less than 1,000 miles, nor less than 500 miles weekly, and shall be over regularly used highways.

The car shall be driven by the owner or a driver approved by the committee, the owner being a passenger in the car.

The contests for the year 1905, 1906 and 1907 shall be held in either the United States or Canada or both.

The rules governing the contest shall be fixed by a committee of seven, consisting of the president of the American Automobile Association, who shall be chairman; the presidents of the automobile clubs of America, Great Britain and Ireland, France, Germany and Canada to be recognized by the American Automobile Association and the donor; or a representative selected by the above-named persons. The chairman and two members of the committee or their nominees shall constitute a quorum.

A committee consisting of President Whipple, of the American Automobile Association; Augustus Post, chairman of the touring committee, and James L. Breese, a governor of the Automobile Club of America, was appointed to formulate the rules and regulations governing the contest for next year and submit the same to the general committee. W. C. Temple, of Pittsburgh, immediately made an entry for next year's contest, depositing \$100 entrance fee, and this was followed by entries from President Whipple, James L. Breese and R. P. Scott.

POPULAR TOURING ROUTE

San Francisco, Aug. 11—The run from San Francisco to Los Angeles over the coast road is becoming one of the favorite tours of the local motorists and it is a delightful one. Leon Roos of this city made a very successful run to Santa Barbara last week in his White steamer and intends to remain in the southern part of the state several weeks. In writing about his journey he said that no accident occurred in any way to mar the pleasure of the trip. Salinas about 120 miles from this city, by the route across the bay to San Jose and then along the endurance run road, was covered the first day, Sunday. Monday night the party was in San Luis Obispo, 149 miles from Salinas. The remaining 130 miles to Santa Barbara were covered the third day.

VERY GENEROUS TREATMENT

Milwaukee, Wis., Aug. 13—A fine sample of the tender feeling which the average farmer has for the motorist is presented in the experience this week of John McCoy, a well-known young man of this city. He took a party of his friends on a trip to Delavan, Wis. The place was 10 miles in the future when a farmer flashed a danger signal in the thoroughfare and brought the car to a stop.

"In the name of God," he pleaded, "ride to Delavan and return for the life of my child. She is dying."

That was enough. McCoy turned the car loose, wide open, picked up a physician at Delavan, wheeled and returned to the afflicted farmer's home. The doctor was left at the house and the second entrance to the village was undertaken when, 5 miles down the road, a front tire exploded.

The machine was so badly crippled that further progress was out of the question. Farmers were importuned for assistance and all in vain. They were too busy to bother with city folks. At supper time requests for food and water were refused at any price to "you devils who want all the road."

The accident occurred at 1 o'clock in the afternoon. The damage was repaired at 2 o'clock the next morning. The bill amounted to \$53. Hereafter there will be no love lost between Motorist McCoy and our country cousins.

EIGHT MILES AN HOUR

Would-Be Road Record Breakers Plunge Fearlessly Through Fog Hunting for Chicago

Chicago, Aug. 14—One of the eventful trips across country since the midnight plugging through mud and water on the endurance run of last fall, was the lot of a party of Chicagoans who left St. Louis, Mo., last Saturday morning on an unsuccessful attempt to squash the St. Louis-Chicago record of 17 hours. The aspirant for record honors was George A. Crane, Chicago agent for the Knox, and he was accompanied by his brother, Herbert W. Crane, of Milwaukee, Wis., and Robert W. Spangler, assistant secretary of the Chicago Automobile Club. The car used was a double-cylinder Knox tonneau which had been driven from Chicago to St. Louis on the A. A. A. tour.

The journey began at 4:30 o'clock Saturday morning, at the Jefferson hotel in St. Louis, and it was just 5 o'clock Sunday morning when the car stopped in front of the Michigan avenue home of the Chicago Automobile Club, and the almost exhausted occupants alighted after the most nerve-racking experience of their lives.

It was the intention to make the run over the route followed by the A. A. A. tourists on the downward trip, but owing to the many crooks and turns in the maze of roads in southern Illinois, the trail was lost many times, necessitating inquiries of the farmers and backtracking to get on the right road. The distance covered as a result of this devious wandering was 360 miles as registered by the cyclometer, while the tourist route was 327 miles.

The road from St. Louis to Springfield, which had proven so disastrous to the tourists on the Wednesday previous because of the heavy rains, was fairly good on the return trip and the former city was reached at 10:35 a. m., the cyclometer registering 113 miles. The running time for this distance was 5 hours 42 minutes, 23 minutes being lost in replacing a pinched tire. Thirty minutes was spent at Springfield in getting gasoline and inquiring the way to Lincoln. At Lincoln a crowd gathered to inspect the car and its occupants while the engine was being oiled, and another half hour was gone. Bloomington, 196 miles, was reached at 3:35 p. m., and 10 minutes more was spent in oiling up. A delay of 20 minutes at Pontiac, which was reached at 6:30, was caused by the official bearer of the gasoline storehouse key being at supper, and he refused to hurry through his evening meal for any "dad-gummed automobilers."

The road into Joliet was good, and when the car stopped in the heart of the prison city at 10:45 the cyclometer registered 313 miles. A policeman "rubbered" into the conversation here and from the statistics volunteered by the motorists he figured that the running time to that point was 16 hours 15 minutes, and the average rate of speed had been 19.2 miles an hour. He either didn't know or didn't care about the speed law of the state, as he extended congratulations on the time made and hoped that Chicago would be reached before midnight.

"Follow the street car tracks and they'll take you direct to Chicago," was the blue-coat's parting injunction as the car started down the street. A short distance from Joliet the road and the street car tracks separated,

and soon after it was discovered that the car was on the wrong road. A hunt of half an hour brought the motorists back to the right road. A heavy fog arose and the track was lost the second time. Several miles were gone over in a vain attempt to get back to the track, but the road led in the wrong direction. The occupants of the car were hopelessly lost, and because of the impenetrable fog progress was slow and difficult. With two searchlights the road could hardly be distinguished 10 feet ahead of the car. After going several miles further a dark object loomed up dimly and a stop was made to arouse the occupants of the supposed house in order to learn the location. The horn was blown vigorously but there was no reply. Discouraged at last with this method of awakening people one of the party descended, lamp in hand, to make a direct personal appeal. Taking the light close to the gate at the roadside, a sign was discovered bearing the legend: "Mt. Hope Cemetery." They had been trying to wake the dead.

A half-hour later a live man was aroused from his slumbers. He informed the travelers that they were in Morgan Park and if they would go two blocks down the street they would find Western avenue, which would take them direct to Chicago, 15 miles distant. Fifteen minutes later the car was back in front of the same house, the occupants more hopelessly bewildered than before. They had gone around a circle and a second explanation of the lay of the land was given them.

Western avenue, when at last discovered, was found to be covered with 4 inches of slimy mud, and as the roadway was narrow with deep ditches on the sides, progress was slow and dangerous, as the car skidded from side to side, several times going almost over the embankment. The fog grew thicker and the road was barely distinguishable. After a mile or so of slow traveling the lights went out and it was discovered that there was not a match to be found. The car was stopped and one of the party started down the road toward a train which could be heard puffing in the distance. The two remaining with the car promptly went to sleep and were awakened a half-hour later by the match hunter who had aroused a sleeping railroad watchman and secured the much-desired articles. With the lamps again filled and burning the car started slowly through the slush, and after an hour or more of what seemed interminable going, the street lamps of Chicago shone dimly through the fog. At the first railroad crossing a Burlington freight train held the crossing for 20 minutes despite the protests of the weary automobilists, who were anxious to reach their destination in order to get to bed. The time of the trip was no more thought of—sleep was the goal. It was 5 o'clock and broad daylight when the club house was reached. The average time for the last 47 miles had been about 8 miles an hour.

Afterward it was found that the party had gone over the poorest road between Joliet and Chicago, for good roads exist between these points.

Several blowouts of tires on the downward trip had caused delay, but at St. Louis eight lugs were put in each rear wheel instead of the customary four, and the problem of rim-chafing was solved. The car, barring a broken mud-guard caused by a too inquisitive dog, now deceased, was in practically as good condition as when it started. There were no engine troubles. It was an ordinary stock car, said to have been driven about 5,000 miles this year.

FRISCO'S ENDURANCE OFF

Out of 150 Invitations Sent Out, One Recipient Replied, to Say He Could Not Take Part

Los Angeles, Cal., Aug. 11—The A. C. of S. C., which was to conduct the proposed endurance run between this city and San Francisco in connection with the automobile club at San Francisco, sent out letters to its 150 members inviting them to enter in this proposed 1000-mile contest. Only one member replied and he said he could not go. N. O. Bagge, the chairman of the club's committee for this big undertaking, has gone to Mexico and informed the MOTOR AGE man before he left that he would not take part in the run. The general opinion is that the run will be allowed to be forgotten, as it has been postponed from May, month by month to September, and no exact date is yet announced.

Considerable pains were taken by L. P. Lowe of the Frisco club to plan the 1000-mile contest, rules and regulation of considerable length being drawn up. Mr. Lowe went over the road with his White touring car with one of the best chauffeurs on the coast, driving down from San Francisco in the record time of 4 consecutive days, but while he claims in his published reports that it can be easily done in 4 days he shipped his automobile back from Los Angeles to San Francisco and took the railroad home with his brother and chauffeur.

The road from San Francisco to Los Angeles is over 500 miles in length and a third of the way mountainous, climbing over ten ranges of mountains. There is no great continental divide with a pass away up in the clouds, but there are four mountain passes on the first day out from Los Angeles, besides five other big grades, four fords, and some real sand going. To think of doing the 517 miles in 4 consecutive days is folly. Of scores who have made the run this year only Lowe has succeeded in doing it in 4 days, and if he had driven all the way himself he could not have done it.

When the endurance run from this city to Frisco and return was first proposed quite a number of local enthusiasts were willing to take part. As postponement succeeded postponement most of these enthusiasts would not wait. The first was composed of Tom Vigus and family in a 1904 Cadillac, A. N. Jung in a 1904 Peerless and Frank Hudson with a last year's Tourist, a local car. Of this party Vigus only reached San Jose and shipped his Cadillac back from there. Jung lost control of his Peerless on the first big grade beyond Santa Barbara and he and his wife were nearly killed and the car badly broken up. Hudson got through, but sent for the superintendent of the Tourist factory, who drove the car the last 200 miles.

A little later Fred Johnson in the 24 horsepower Peerless made the run up and back, but took a week or more each way and had a splendid mechanic from the factory for chauffeur. E. T. Stimson also went up the coast in a big car, but had a series of accidents and only made good time above San Jose on the sand-papered roads.

Last week Ed R. Feuerborn and family started for San Francisco but found the roads so bad that they only went as far as Santa Barbara. At this time of the year after the 5 months of no rain and the heavy hauling of

ranch products, the roads get worse every day until the rains of November come. At the San Francisco end are good roads for nearly 75 miles, as there are occasional rains there all the year. The ordinary condition of the roads makes them good for endurance stunts, but absolutely unfit for any other purpose.

RECENT INCORPORATIONS

Columbus, O.—Columbus Automobile Engine Co., capital \$25,000. Directors Eli P. Evans, Harvey Cockell, F. M. Lechner, S. E. Stevens, Frank Main, O. S. Snyder and W. E. Moling. The officers of the company are Harvey Cockell, president; Frank Main, vice-president; S. E. Stevens, secretary; Eli P. Evans, treasurer. The company was organized to put on the market a rotary steam engine for automobiles.

Chicago—Hanson's Auto Works; capital \$1,500; to build, repair and store automobiles. Incorporators John Hanson, Charles O. Mueller and Louis A. Mueller.

ONLY FOUR ENTRIES IN

New York, Aug. 11—Chairman Pardington has sent out a bulletin to the press urging more prompt entries to the Vanderbilt cup race on October 8, entries for which close September 8. He says that but four actual formal entries had been made—two Whites and two Panhards. Correspondence is in progress with S. F. Edge in reference to the entering of two Napiers. Mr. Pardington is confident that all the leading foreign clubs will be represented by teams. The racing board chairman calls attention to the rule that entries of American cars must be accompanied by a letter from the secretary of the club the car is to represent.

ADIOS AGAIN EASY WINNER

Syracuse, N. Y., Aug. 14—Leighton's motor boat Adios added another victory to her string by winning the trophy in a contest on the St. Lawrence river at Chippewa bay last week. Papoose, owned by Captain Fitz Hunt took second honors. The first contest was open only to members of the Thousand Island Yacht Club and the Chippewa Bay Club, and the course was from Heart island twice down the river to Whiskey island and return, making a distance of 14½ miles. This was won by Pink, owned by J. Wainwright, of Philadelphia, and built by Mr. Leighton, with Kitten, owned by George Hall, of Ogdensburg, second. Pink's time was 55 minutes 49 seconds. In spite of the handicaps Pink and Kitten were easy winners from Ye-Ne-Diz-Ze, owned by J. H. Oiphant, of Brooklyn; Scribbler, owned by A. Peacock, of Pittsburg, Pa., and Pixie, owned by S. Hasbrouck, of New York.

At 4 o'clock everything was in readiness for the big race, open to every gasoline boat on the river, without handicap or time allowance. Radium, steered by E. E. Campbell, Jr., of Alexandria Bay, was the first to cross the starting line. She was followed closely by Papoose, which got away at practically the same time as Roma, steered by Louis T. Hunt, of Brooklyn; Carmencita, owned by D. H. Lyon, of Ogdensburg; Hagenegah, owned by A. T. Hagen, and Mr. Leighton's Adios. It was soon evident that the latter boat would have an easy time winning. She finished in 39 minutes 44 seconds. Adios is equipped with a 120-horsepower engine made by Mr. Leighton, while Papoose has a 24-horsepower engine made by Barber Bros., of Syracuse, N. Y. Mr. Leighton made the trip from Syracuse to the islands in Adios, arriving at the bay on the morning of the races.

MISSION THAT MAY FAIL

Governor La Follette to Reach "Common People" of Wisconsin By Aid of the Automobile

Milwaukee, Wis., Aug. 13—The friends of Robert M. LaFollette, the fighting governor of the state of Wisconsin, are collecting a fund with which to purchase an automobile for him, it being the intention of his excellency to make his campaign this fall in a touring car. And thereby hangs a tale which goes to show how mighty a factor in the affairs of the world the automobile is becoming.

As is well known to all familiar with the political situation in Wisconsin, LaFollette has made the paramount issue in the impending campaign increased taxation of railroad property. He stands for taxing railroad property at the same rate that "God's patient poor" are taxed, to use one of his memorable expressions. It has been the custom of gubernatorial candidates to canvass Wisconsin in special trains furnished by the railroad companies, but of course LaFollette has no show for that now and he has decided to do the next best thing.

The touring car experiment will be given a 4 weeks' trial in the southern part of the state at the opening of the active campaign. An itinerary is now being arranged and it is planned that the governor will make from six to eight speeches every day, the final one to be at one of the more pretentious villages or cities. The executive and his political advisers have figured that in this Wisconsin crisis it is necessary to reach the people, that is the common people, and an automobile is to be used in that effort. It may be remarked in passing that it is not often that a touring car is used in the presentation of peace offerings to the "common people." Some of us in this neck of the woods incline to the belief that touring cars draw the imaginary line which segregates the "common people" from "the people." Taking this view of the case, there are those who feel that Governor LaFollette will be taking chances on alienating the support of some of his rural constituents by giving them the regulation campaign glad hand from a throbbing, impatient automobile. But anyway, LaFollette will show these here railroads that they are not indispensable and that he can cover Wisconsin without material assistance from them.

BATTERY PLANT ENLARGED

The National Battery Co., of Buffalo, N. Y., is extending its plant, and when the new buildings will be completed the plant will probably be one of the largest of the kind in the world. A few years ago the concern was absorbed by the American Bicycle Co., which in more recent years became the Pope Mfg. Co. Individuals purchased the entire capital stock from the Pope people and have started recently to extend the factory and improve the manufacturing methods.

The space to be built upon extends 111 feet on Massachusetts avenue adjoining the present factory, and has a depth of 500 feet, parallel with Winter street. A two-story wing, extending north from the main factory, 52 by 144 feet, and parallel with Lawrence place, will form an addition to the forming room. Electric elevators, factory trolley car lines and other handling improvements will be made. Both the chemical and electrical laboratories have been increased in size and are being equipped with

the newest instruments used for experimental work.

The largest product of the factory is batteries for power plants and various kinds of stationary work. Railroad and telephone batteries are the next important product. Separate departments have been made for the automobile storage batteries manufacture, and will enable the factory to take care of demand any time during the season.

ENGLISH ROAD-MAKING WAYS

Frank Z. Wilcox has returned to Syracuse, N. Y., from a 2-months' trip to England, where he went carrying a message from the American Good Roads Association to the good roads congress abroad. Concerning the English roads Mr. Wilcox says: "The surfacing and grading of the roads is excellent, but there are many drawbacks to them in accommodating the traffic which is often put upon them, in that they are often very narrow, tortuous and in many places running to 'bottle necks.' They have a county system for their care and maintenance which is far ahead of ours in America, but I was surprised at the large sums spent in maintenance. I could hardly believe the figures, and think America has very much yet to learn in regard to the construction and maintenance of her highways."

ROADS INDEX TO CHARACTER

Washington, D. C., Aug. 15—Whitman Osgood, the well-known journalist of this city, with his wife, two daughters and a colored driver, has just completed an automobile trip to St. Louis and return in a 10-horsepower touring car. The party left Washington July 1, as reported in MOTOR AGE at the time, going first to Frederick, Md., where they struck the old national or military road. En route they passed through Hagerstown and Cumberland, Md., Bedford and Pittsburg, Pa., Wheeling, W. Va., Zanesville and Columbus, O., Indianapolis and Terre Haute, Ind., and thence to St. Louis. The outward trip occupied 12 days and the same time was consumed on the return trip. The party spent a week viewing the wonders of the exposition.

The MOTOR AGE man saw Mr. Osgood just after his return and he remarked that the greatest trouble the party encountered was the "inevitable white horse." Mr. Osgood is authority for the statement that this particular colored animal is by far the most unruly of all the horse tribe, and in many cases caused him accidents, only one of which resulted seriously. He described the roads in Maryland as being very good, even in the mountainous section. In Pennsylvania they were bad and in West Virginia they were worse. In Ohio the roads got better, especially around Columbus, where for 70 miles they were as level as an asphalted street. In Indiana the roads were fair, but in Illinois and Missouri Mr. Osgood found the roads simply awful. No bad weather was encountered and aside from a few discourtesies along the road, the party had a most enjoyable trip and one they will remember a long time.

Mr. Osgood made this significant statement, and it would make a good text for a good roads sermon: "I never knew before what an excellent index to the character of the people are the roads which cut through the country. Where there were good roads there were good farms; where the roads were poor the farms were poor and the farmers looked shiftless and devoid both of energy and ambition."

THE READERS' CLEARING HOUSE

WEAR ON TIRES

South Bend, Ind.—Editor MOTOR AGE—During the last 2 weeks my front tires have worn through badly; in fact, far more than since they were first put on. Previously these tires were run 900 miles and the last 200 has made them "junk." What is the cause of this? It does not seem to be the material in the tires, as both tires went "to the bad" at once.—C. P. P.

The trouble is entirely local and not the fault of the tire manufacturer. The front wheels probably do not run parallel. Either they stand in or out at the front. To test the alignment take a stick about 5 feet long and measure the distance from one wheel felloe to the other, in front of the axle, and then make the same measurement in the rear of the axle. These measurements will vary and show which way the wheels need to be moved. Either the front axle, the steering knuckle or the link connecting the two knuckle levers is bent. Ascertain which is the case and have it repaired at once.

USE OF WET BATTERIES

Bonner Springs, Kan.—Editor MOTOR AGE—Could a wet battery be used in an automobile as well as a dry battery? Would it make as good a spark as a dry battery and would it last any longer? Could it be carried without breaking?—FRANK WARNER.

Considered as a source of electrical energy, the wet battery is as good for ignition purposes as a dry cell. For automobile use it is hardly advisable on account of the slopping of the solution and the breakage of jars. It would require renewals at frequent periods, which is not a thing greatly to be desired. One will be far better satisfied with dry batteries or an accumulator. The storage cell on a large car will be found to give more uniform results than a dry cell. Before connecting any battery to the coil ascertain the voltage recommended by the coil manufacturer and place the proper number of cells in the circuit to give this voltage. Whether dry cells or accumulators are used MOTOR AGE advises using two sets connected to a two throw switch so that one is held in reserve. The connections should be as shown in the accompanying illustration.

DURYEA ENTERPRISE

Reading, Pa.—Editor MOTOR AGE—On page 16 of MOTOR AGE of the issue of July 14, the impression is given that automatic carbureters have been unknown "until the last 18 months." If one will look over Duryea patents he will find one issued January 1, 1901, No. 664,841, for a carbureter "fitted with an inlet pipe containing two openings, one of which allowed but a small quantity of air to pass the aspirator and another a variable quantity depending upon the motor speed. The latter is simply a valve or diaphragm, closed by a spring that allows additional air to enter, and the vacuum overcomes the spring pressure." In short, the description in question could not apply more accurately if written for

this particular device, patented more than twice 18 months ago. We submit this as one of nearly half a hundred evidences that others are adopting improvements, first applied to automobiles on Duryea vehicles, 3 to 10 years after they were first shown. "Progressive Americans," so called, are not quite so rapid as they think themselves or they would not be so slow in adopting good things. Some of them seem to be also "Franco-maniacs," for they are willing to see and adopt a thing a year or two after it is brought out abroad, simply because "it's imported." The present craze for the tonneau form of vehicle, which, according to the best authorities, was a back number in Paris a year ago, is a well recognized instance of this peculiarity.—CHARLES E. DURYEA.

KEROSENE FOR FUEL

Springfield, O.—Editor MOTOR AGE—Why do not automobile manufacturers use low test oils, such as kerosene, in their motors? I have seen several power plants using this fuel to advantage.—E. B. S.

Engines such as referred to have been experimented with since 1790. The fuels are petroleum or heavy kerosene, also called coal oil or Scotch paraffin. These have a specific gravity of about 80 per cent and flash between 80 and 300 degrees Fahrenheit. The advantages to be gained by the use of a heavy oil engine are the reduction in operating expense and the horsepower increase. The obstacle to overcome is the difficulty in the design of a proper form of vaporizing apparatus. The remaining parts of the motor are identical to those of the ordinary four-cycle gasoline motor. Four general types of vaporizers have been used for kerosene or crude petroleum. In the first vaporizer air enters the cylinder on the suction stroke, and the oil is admitted through a separate valve. Upon compression the mixture is effected. The second device pumps the oil into the cylinder through an atomizing

nozzle and a valve. The third scheme is to inject some oil and a little air through one valve, permitting the main air volume to enter through a separate valve. The fourth system is to aspirate the oil by the suction of the motor piston similarly to ordinary gasoline carburation. The chief difficulty is to obtain a design that at all loads and all speeds will give a perfect mixture. Some devices use a hot plate, previously heated, upon which the oil is dropped. It immediately volatilizes and probably is "cracked." Cracking is the partial separation of the fuel into another hydrocarbon leaving an excess of free carbon.

COUNTER SHAFT GEARING

Greenwich, Conn.—Editor MOTOR AGE—Will you inform me what size sprocket to use on a shaft to connect with a small automobile engine, this engine having a nine-tooth sprocket. The large sprocket is to be on a counter shaft, and on the counter shaft also will be a pulley connecting by belt with another pulley on the main shaft on the ceiling. I want to know the size of the large sprocket and the pulleys I should use to run a lathe, an automobile steam engine being thus used for stationary purposes.—C. H. MINCHIN.

As the motor speed or the desired speed of the ceiling shaft is not given MOTOR AGE can only give the method of calculation for any size pulleys and any speed of engine, and figure for example these sizes for an engine speed of 800 revolutions per minute to drive at 280 revolutions the main shaft, using a nine-tooth driving sprocket, A. The engine turning 800 revolutions per minute and the main shaft 280 revolutions per minute, it would be well to assure a speed of 400 revolutions per minute for the shaft B. To find the size sprocket to place on B for 400 revolutions use the formula

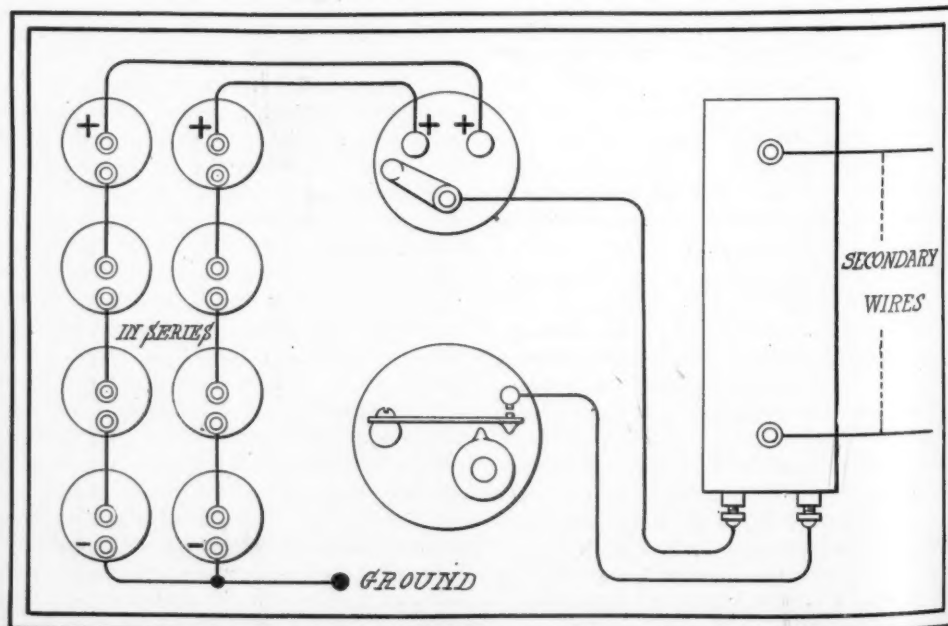
$$\text{Teeth in sprocket N} = \frac{9 \times 800}{400} = 18 \text{ teeth.}$$

in which 9 equals teeth in engine sprocket; 800 equals revolutions of engine, and 400 equals revolutions of shaft B.

Now assume pulley L to be of any diameter, say 10 inches; to find the size of pulley M use the formula

$$\text{Pulley M} = \frac{400 \times 10}{280} = 14.3.$$

in which 400 equals speed of shaft B; 10 equals diameter of pulley L, and 280 equals speed of shaft C.



WIRING SWITCH WITH DOUBLE SET OF IGNITION BATTERY CELLS

TOUR STORIES



Broke a Record—Mr. and Mrs. W. J. Latta, of Goshen, Ind., went from that place to Indianapolis, 141 miles, in the record time of 7 hours 4 minutes, and thus breaking the previous best time over the same road by an hour and a half.

Good and Bad Going—Dr. F. J. Dudley, of Cerro Gordo, Ill., recently made a trip from that locality to Kalamazoo, Mich., in a Michigan touring car. He was accompanied by his son and Lawrence C. Fuller, and they covered the 250 miles of good and bad roads without the slightest accident.

On a Long Tour—A party consisting of F. A. Heinze, General Charles S. Warren, Thomas Hinds and W. B. George, all of Butte, Mont., and a driver especially engaged recently started on a 2,800-mile journey through eastern Montana. They expect to run from 150 to 200 miles every day.

Following the Missouri—Mr. and Mrs. Charles B. Kennedy and George W. Roskie, of Madison, S. D., started on a thousand-mile journey through Missouri last week. They intend to cross the Missouri river at Chamberlain, and then proceed up the west side and recross at Pierre for the home trip.

Pueblo to Boston—A party consisting of Mr. and Mrs. Edison, of Pueblo, Colo., and Mr. and Mrs. Emerson A. Page, of Denver, traveled from the latter city to Boston in an automobile. The journey of nearly 2,800 miles was made through Colorado, Kansas, Iowa, Illinois, Ohio, Pennsylvania, New York, New Hampshire and Massachusetts.

Won Twelve Dinners—A party of motorists from Columbus, O., recently drove in a Pope-Toledo car from West Jefferson, O., to Springfield, O., covering 32 miles in 58 minutes. The trip was made in consequence of a wager for a dozen dinners, one of the party claiming that the car was not sufficiently powered to cover the distance under an hour and a half.

Good Time—A very fast trip was made recently by R. B. Sheldon, who went from New York to Boston, 275 miles, in 8 hours 32 minutes in a 30 horsepower touring car. The route followed was by way of New Rochelle, Port Chester, Stamford, New Haven, Hartford, Springfield and Worcester. No attempt was made by Sheldon to break records, but he said that he greatly enjoyed the brisk going.

Traveling Western States—After traveling 1,800 miles through Colorado, New Mexico and Utah, Mr. and Mrs. Williard B. Cook, of Denver, arrived in Salt Lake City on their way home. They reported that during the first 3 weeks of the journey it rained almost every afternoon, often rendering the roads dangerous. After leaving Denver the first important stop of the tourists was in Colorado Springs, and everything went on fairly well until they arrived near Trinidad, when they were struck by a cloudburst. After that the excursion continued to Leadville, Tennessee Pass, and around the Grand Junction. In central Utah good roads were encountered and better time was made. From Salt Lake City the party

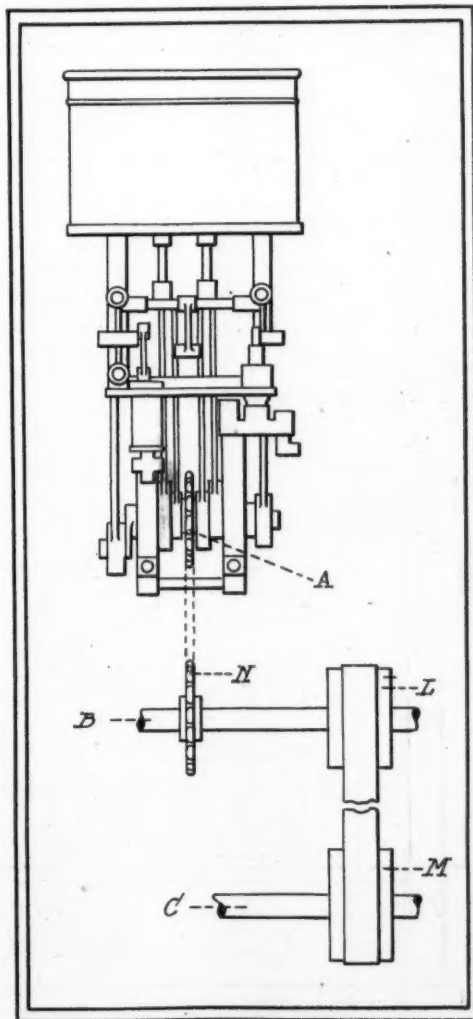
started for Ogden, and will then proceed to Denver by way of the Wyoming route, following the Union Pacific line.

Toured Canada and New York—A 1,000-mile trip through part of Canada and New York was recently completed by Mr. and Mrs. M. H. Reese and daughter. They used a Pope-Toledo touring car and had no trouble of any kind during the run.

Pleasant Round Trip—Two enthusiastic eastern motorists recently made an interesting dawn to twilight tour in a Stevens-Duryea. M. Hildebrand and C. A. Stein, both from Chicopee Falls, Mass., went from Springfield to Boston and return in less than 15 hours.

Cincinnati to Minneapolis—It took Mr. and Mrs. Horace T. Eddy, of Cincinnati, 13 days to travel to Minneapolis. It was a pleasure trip, however. From Cincinnati to Chicago the roads were good, but bad from there to Minneapolis. From Fort Wayne, Ind., to Chicago they covered 192 miles in 13 hours, including a number of stops.

Saw Only Wheat—Four hundred miles in 5 days of actual driving is the performance made by Walter R. Sebree and Frank McDowell, both of Caldwell, Idaho. They journeyed from the latter place to Pendleton, Ore. "The best of the trip was from La Grande to Pendleton over the mountains," said Sebree. "There were stumps in the road, and some places hardly any road, but we succeeded in averaging 12 miles an hour the whole distance. From the top of the mountains, some 6,000 or 7,000 feet above Pendleton, we could look out for 100 miles and see nothing but wheat. That was the finest sight I ever hope to see. The whole landscape was made up of different shades of yellow."



COUNTER SHAFT GEARING

GARAGE GOSSIP



Four-Cylinder Stevens—Mr. Brew, of Woolston & Brew, the J. Stevens Arms and Tool Co.'s New York agents, recently returned from a trip to Chicopee Falls, Mass., with the information that the Stevens-Duryea people will build a four-cylinder touring car next season.

New Frisco Garage—The Commercial Motor Car and Boat Co. is now occupying the premises formerly used by the Pioneer Automobile Co. in San Francisco, on Golden Gate avenue. The place will be known as the Jefferson Square garage hereafter, and will be managed by E. E. Stoddard.

Darracq on Coast—A Darracq agency is to be opened in San Francisco before the end of this month. A great many of the French cars have been sold on the Pacific coast this year, and an agency will probably cause sale of more, besides being of assistance to owners of such cars.

Sold Out by Law—The goods and chattels of the District of Columbia Automobile Co., consisting of several automobiles and a quantity of machinery, located at 1028 Connecticut avenue, Washington, D. C., have been sold by order of the United States marshal to satisfy a number of judgments secured against the company.

Winton Quads Sell—Perry Owen will return to his desk at the New York branch of the Winton Motor Carriage Co. on the first of September. A letter received last week by the acting manager from Charles P. Shanks contains the news that at the time of writing but twelve of the 100 Winton quads put out by way of introduction of the new models remained unsold.

In Larger Quarters—A. L. Cline & Co., Washington agents for the Rambler, who also conduct an extensive renting and repair department, have removed from 1028 Connecticut avenue to the garage of the National Automobile Co., on Fourteenth street, where they have secured ample room for their growing business. Rambler cars are well liked in Washington.

Has 1905 Apperson—The Brooklyn Automobile Co., which has garages in both New York and Brooklyn, has taken the Metropolitan agency and signed a contract for 1905 for the cars manufactured by Apperson Bros. A 1905 car of the 27 horsepower model has already been received for demonstration purposes. This company at present handles the Haynes-Apperson cars also.

Packard Takes Well—Elliott Flint, who is the head of the Flint Motor Car Co., of Providence, R. I., which has the agency for the Packard, has been making a hustling campaign since he secured the territory allotted him and has sold all of the cars he ordered when in Detroit recently. The Packard has not had an agency in Rhode Island since the failure of the H. B. Shattuck Co., last season, and the new black and yellow car which Mr. Flint is driving over the roads has attracted no little attention.



AUTOMOBILE DEVELOPMENT

The E. R. Thomas Motor Co., of Buffalo, N. Y., promises that within 2 months it will be ready to show completed chassis of six-cylinder, 50 and 100-horsepower racing and touring cars. Work on these cars has been quietly under way for several months, and it is expected that the new models will prove exceptionally speedy when finally completed. They will be sold in limited number to order, with bodies according to the option of the purchaser. The six-cylinder motor has been selected for these big cars on account of the success the company has enjoyed this year with its three-cylinder machine, it being believed that the double tripling of the cylinders will produce a motor of still more even torque and consequently of smooth running to a still greater degree.

THE CHURCHER RECTIFIER

The Electrical Appliance Co., of Cincinnati, O., in introducing the Churcher rectifier for rectifying an alternating current into a direct current of electricity, as for charging a storage battery, has issued a circular presenting the claimed advantages of the rectifier as explained in a paper read before the Northwestern Electrical Association. The most important sections follow:

A single cell rectifier with a pair of suitable elements will rectify part of the cycle of an alternating current, but this is not a true uni-directional current. It is still an alternating current in character with one alternation of greater amplitude than the other and giving an efficiency of perhaps 20 per cent when charging a storage battery.

This poor result is partially caused by the return or leakage current passing through the rectifier and through the battery in the wrong direction, hence discharging it. To charge a storage battery under this condition it is evident that an excessive charging current must be used to overbalance the excessive discharge that takes place during one-half of the cycle. For example, in figures that are approximately correct, to charge a battery of cells aggregating 50 volts, a potential of about 60 volts is ordinarily required. Supposing, for illustration, that this potential will pass 10 amperes through the cells on a direct current circuit; in order to charge at this rate from an alternating current with a single old type rectifier it will be necessary to raise the charging potential sufficiently, say to 75 volts, to force 50 amperes through the cells, an excessive charge. This is because of the fact that the potential of the return wave of the alternation will be added to that of the battery and produce a serious leak through the insulating film on the aluminum electrode. The average discharge potential would be 50 plus 75, or 125 volts; average, because at the peak of the alternation the actual potential would reach about 150 volts against the film, which is approximately its break down point. This high return potential as it may be termed will cause a discharge of about 40 amperes, an excessive discharge rate. This leaves a net charging current of 10 amperes. It is pre-supposed that a battery requiring 10 amperes would have capacity of about 100 ampere-hours, and hence it will be seen that in order to charge at 10 amperes from the old type of rectifier it was necessary to charge at 50 and discharge at 40 amperes, leaving the required margin for charging.

The combination of four rectifying cells, known as the Graetz method of connection, rectified both waves of the cycle and hence gave a true uni-directional current. But the efficiency was necessarily low because of the fact that the resistance in the path of the useful current was double and leakage was also double that of a single rectifier. The old type of single cell being inefficient to start with, the combination of four was nearly four times as bad, to say nothing of the wear and tear on four sets of electrodes and four solutions. The only gain was a really uni-directional current produced so that in charging a storage battery all

of the energy passing through it was available for discharge, barring, of course, inherent losses peculiar to storage batteries.

The Churcher rectifier rectifies both waves of any alternating current and requires but one jar, one solution and one set of electrodes to do so. In this way the internal resistance is reduced to a low point. The principal loss that takes place is the leakage current. This current does not pass through the apparatus operated by rectified current but is expended in heating the solution. This loss is largely dependent upon the electrode potential at the film, the purity of the aluminum and solution and its temperature. Where continuous service is required of the rectifier it is therefore imperative to prevent this initial rise in temperature by the use of water cooling pipes or radiation of some sort.

This form of rectifier requires the use of a transformer with a secondary of twice the direct current voltage required, plus the resistance loss. This secondary coil is tapped in the center, and by virtue of the action of the rectifier this tap remains positive at all times to one or the other extreme terminal. The active electrodes are attached to each of the extreme secondary terminals, the number depending upon the phase of the alternating supply. Owing to the peculiar properties of the films on these electrodes no appreciable current passes from one to the other. Electrodes of inactive material, such as platinum, carbon, etc., would short circuit the transformer. Between these active electrodes, but insulated from them, is placed an inactive electrode, preferably platinum. Connected between this electrode as one terminal and the center tap of the transformer as the other, is connected the battery to be charged, direct current motor or other apparatus to be operated. In operation the current passes from the center tap of the transformer to the motor, from the motor to the inactive electrode in the rectifier solution, to one or the other active electrodes depending on which is at that instant negative to the center of the transformer. Inside the rectifier the current therefore passes from the inactive electrode first to one, then to the other active electrode as the alternation of the cycle takes place, the center of the transformer remaining positive at all times. It will be understood from this that one side of the transformer is active while the other is inactive and then reversed during the next alternation.

The regulation of direct current is best attained by placing an adjustable inductance between the transformer terminals and the active electrodes of the rectifier. This regulation can also be very efficiently attained by an inductance in the main alternating supply or by varying the number of turns of wire in the primary of the transformer. Either form of regulation is, of course, much more efficient than placing resistance in series with storage batteries when charging from 110-volt direct current mains. It is also a well known fact that a pulsating uni-directional current is especially desirable for charging storage batteries. Just why it is so, is not very well understood, but the fact is commonly acknowl-

edged by the best authorities in charging matters.

The practical limit of voltage of one cell of the Churcher rectifier is about 50 volts direct current at full ampere load, or a difference of potential across the active electrodes of about 130 volts. Somewhat higher voltage may be obtained under favorable condition but the efficiency is generally much lower because of the increased leakage from one transformer terminal to the other. Through the use of two cells and two secondaries in the one transformer twice the voltage can be obtained, three cells with three secondaries in the one transformer will give three times the voltage, etc.

THE ROSE CARBURETER

A carbureter of few parts has recently been placed on the market by the Rose Mfg. Co., of Bradford, Pa. It is of the type in which the gasoline is fed directly from the tank to the spray nozzle; the spray nozzle being normally closed by a needle valve held to its seat by gravity, and there being no float chamber.

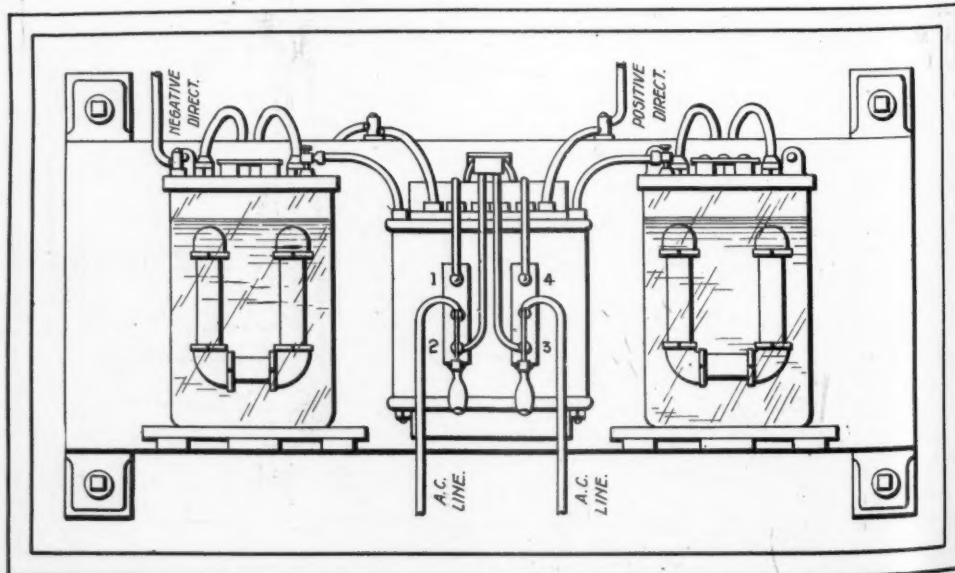
Referring to the sectional illustration, the gasoline is led through a central stand pipe, the upper end of which forms the spray nozzle. Resting in a seat in the nozzle is the gasoline valve, which is guided in a bracket extending from the side of the mixing chamber. Above the gasoline valve is the throttle valve, shown closed, and resting on the upper end of the gasoline valve, pressing it into its seat and shutting off the gasoline.

Below, surrounding the stand pipe, is a nut threaded into the lower shell of the carbureter, by means of which the stand pipe can be raised and lowered. If the stand pipe is lowered a trifle from its closed position, the gasoline valve will have a slight lift.

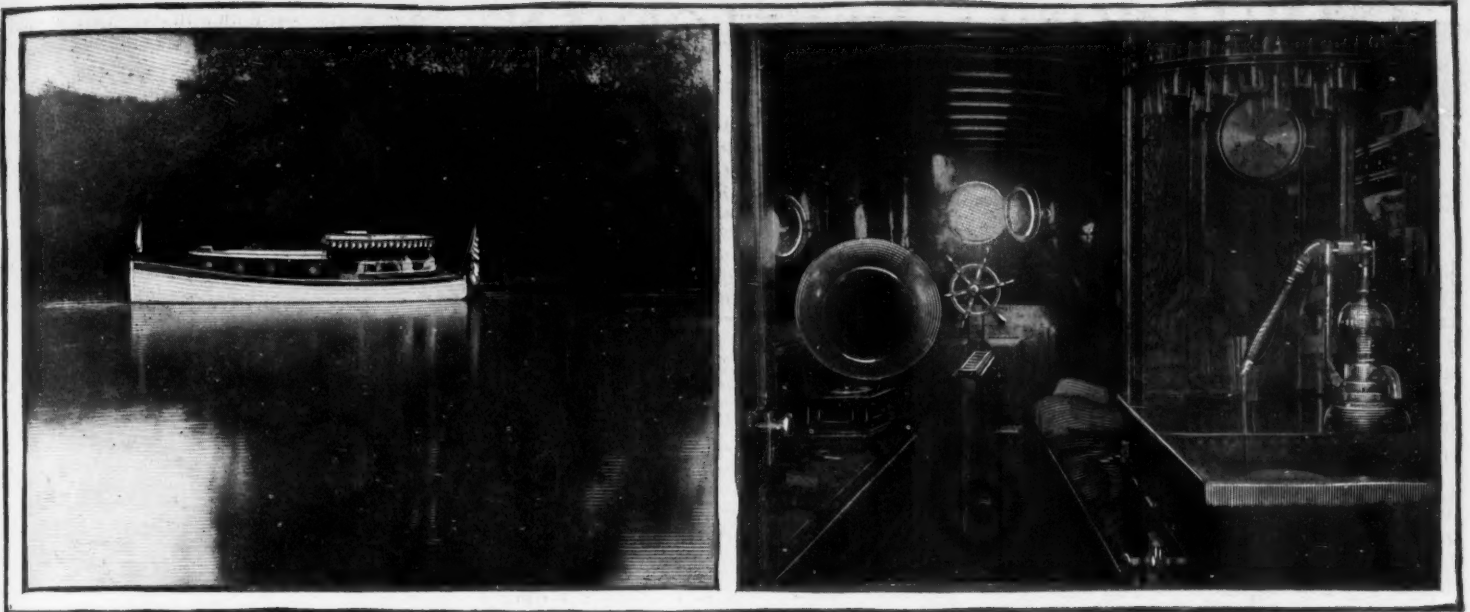
The throttle valve fits loosely enough to allow the motor to draw some air by it. This air, on account of the air valve spring holding the air valve closed, must pass through the holes in the air valve directly surrounding the nozzle, and in so doing will tend to raise the gasoline valve and let in gasoline. The nozzle can be lowered just enough to gauge the quantity of gasoline to this quantity of air.

As the throttle valve is opened the motor will run faster, and will take in more air in a given time. Part of this air will go through the central holes, and part will raise the air valve and pass its edge. When the motor is running at full speed the needle valve in the stand pipe is used to obtain the correct adjustment of gasoline.

There are thus two adjustments—one for the high speed and one for the low, and an automatic spring-controlled air valve to care for the intermediate speeds. The buffer spring sur-



THE CHURCHER RECTIFIER IN USE



THE IDA MAY MOTOR LAUNCH

INTERIOR OF THE FORWARD CABIN

rounding the gasoline valve is to assist this valve to return to its seat, but the spring does not hold it on the seat.

COZY CABIN CRUISER

The finest and fastest little gasoline launch owned in Cleveland, O., has just been delivered to Ralph Owen, representative of an automobile maker and the Matthews Boat Co., of Bascom, O. The last-mentioned company makes a specialty of building torpedo launches and the boat in question was built largely after specifications furnished by Mr. Owen. It is built for cruising as well as for speed work and has an 18 foot cabin. It is 36 feet long, 8 foot beam and has 6 foot headroom. The hull is built of 1½-inch cypress, with oak ribs 1½ inches square on 7-inch centers. The planking is riveted to frames with copper fastenings, riveted over burrs, and has cypress plugs over fastenings, which gives the hull a perfectly smooth finish. The cabin is oak and has 9-inch dead lights. The cabin has two extension berths, which make up 36 inches wide, accommodating four persons, and there are two berths of the same size in the cockpit. The furnishings of the cabin include a carpet, corrugated plush cushions and polished brass lamps. Between the cabin and the after cockpit is a compartment provided with water tight bulkheads which contains on one side a kitchen, provided with sink, water pump, refrigerator, gasoline stove, dish rack and cupboards. On the other side is a closed compartment containing a folding lavatory and a medicine case with mirror. Part of the cockpit is divided, forming a large clothespress. The cockpit has linoleum floor covering and seats around the sides for twenty passengers. The cockpit has a canopy top with storm curtains. The cockpit floor is a foot higher than that in the cabin and is provided with self bailing scuppers so that the cockpit will free itself from water. The engine is in the center of the cockpit, which brings it well forward in the hull and it has a frame around it which is 3 inches higher than the floor, preventing water from getting in. The cover for the engine forms a dining table and it has a folding top. Matthews launches of this size are usually provided with a 10 to 15 horsepower engine, but Mr. Owen wanted something faster and purchased a standard 35 horsepower Peerless motor from the Peerless Motor Car Co.

It is provided with the standard Peerless carbureter, pumps, oiling system and sparking device. There are no speed change gears and the propeller shaft is attached directly to a clutch operating on the fly wheel. Reversing is done by means of a lever which reverses the blades of the propeller. The propeller has three 21-inch blades. The reversing lever, clutch, spark control and throttle control are all at the port side of the cockpit, where there is a steering wheel and a revolving chair. The control of the machine is practically the same as in an automobile. The water circulation is of course pumped directly from the sea and it discharges above the water line, so that the condition of the circulating system may be seen by the operator. There is also a steering wheel in the forward end of the cabin, so that the boat may be handled from there in wet weather. In the forward end of the hull is a water

tight compartment containing the gasoline tank, holding 60 gallons. This compartment serves as a collision bulkhead and it could be crushed and filled with water without affecting the buoyancy of the boat. Mr. Owen has not yet had an opportunity of testing the boat to its full speed limit on smooth water, but he recently gave a MOTOR AGE man a ride of 10 miles in 40 minutes under conditions that were too rough for comfort. He expects to go over to Detroit this fall and compete with some of the fast boats on the St. Clair. Mr. Owen has been doing a great deal towards developing the sport of motor boating in this district. He took the agency for the Matthews Boat Co. last fall and thus far he has sold about fifteen boats ranging in size from 16 to 32 feet, and parties are negotiating for one like the present boat, which is known as Ida May and which he values at \$2,800.

NEW TRADE LITERATURE

The Samson leather tire, which is an ordinary rubber clincher tire with a chrome leather band vulcanized to the tread to protect it from wear and puncture, is described in a little booklet issued by A. E. Gallien, manager, 12 West Thirty-third street, New York.

A pamphlet issued by the Miller Mfg. Co., of Peekskill, N. Y., describes a line of all sizes of pumps.

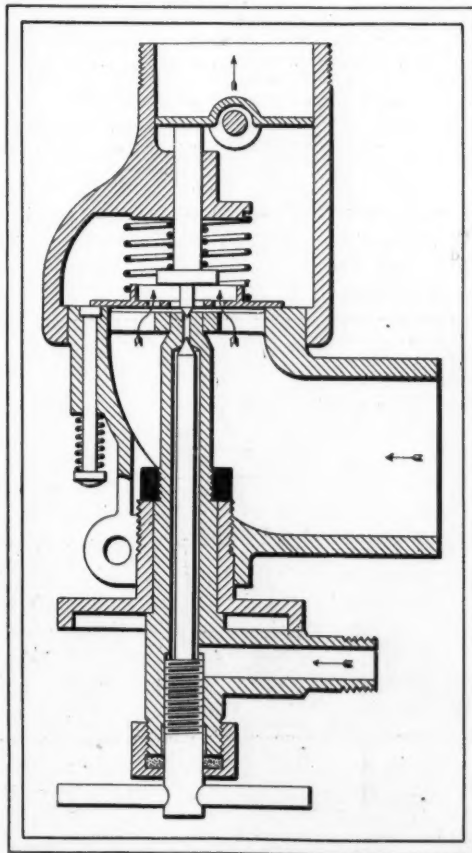
Drop forged rods and yoke ends for automobile link connections, etc., are listed in a recent price list issued by the Billings & Spencer Co., of Hartford, Conn.

The Jersey Brake Co., of Newark, N. J., has issued a new booklet descriptive of its several patterns of Searls' motor car jacks.

Motor Puffs is the title of a little booklet issued by the Pope Mfg. Co., of Hartford, Conn., telling how Columbia motor bicycles are liked by those who use them and how they would be liked by those who contemplate motor bicycling.

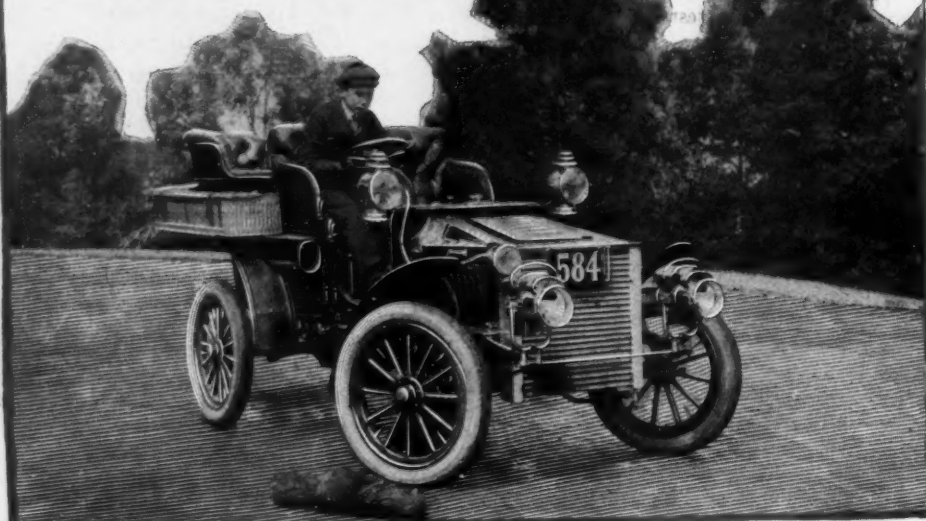
NEW DETROIT CONCERN

A new automobile manufacturing concern is being organized in Detroit, Mich. W. T. McGraw, of the Detroit Tobacco Co., and some other capitalists are now looking for a site upon which to erect the factory. The first sample car is being finished at a local machine shop and will be retailed at \$400 or \$450.



THE ROSE CARBURETER.

FROM THE FOUR WINDS



SAN FRANCISCO APPLICANT FOR A MOTOR CAR LICENSE BEING EXAMINED FOR DEXTERITY IN DRIVING

Going Some—Harold Williamson, of England, established a new long distance record for motor cycling by going from Land's End to John o' Groat's, a distance of 880 miles, in 48 hours 38 minutes on a 3¼-horsepower Rex motor cycle.

Buying In Honolulu—According to a resident of Honolulu who was recently in San Francisco, automobiles are slowly becoming popular in the Pacific islands. "Wealthy men are buying cars," said this gentleman, "and the fad is not unlikely to find its way to the livery stables."

Regulating Prices—Automobile dealers of Davenport, Ia., have adopted a uniform scale of rental prices. The rates apply to four passengers or under, and are as follows: During week days each hour in the morning, \$2.50; each additional hour, \$1.50; each hour in the afternoon, \$3; each additional hour, \$2; Sundays, each hour in the morning, \$3; each additional hour, \$2. Special prices are charged for trips to parks and a number of localities in the vicinity.

Theater Bus Line—Among new concerns the Automobile Transfer Co. has been formed by G. B. Siddall, John McGregor, Jr., O. G. Bechtel, F. A. Quail and George A. Welch. The company expects to operate an automobile bus line and livery in connection with larger hotels of Cleveland, O. The company is negotiating for the old quarters of the Cleveland Automobile Supply Co. back of the Hollenden hotel, a location well suited to the requirements.

Automobile Highway—An automobile highway is now being constructed between Colorado Springs and Denver, in Colorado. The road will be 85 miles long and cost approximately \$1,000 per mile. Funds have been collected which will permit the immediate completion of 30 miles of the roadway, which will be 30 feet wide and made of disintegrated granite. For several miles the road will follow the Palmer lake divide, which will enable the motorists to have a splendid view of Pike's peak, Long's peak and the Spanish peaks. A great deal of the credit due to the

matter is due to the local good roads association.

Aiding the Cause—It is reported that the president of the council of Belgium recently told a member of the Automobile Club of Belgium that a sum of \$10,000 would be included in the budget for 1905 to be given as prizes for the best automobiles and to the most skillful drivers.

Club at La Crosse, Wis.—Automobile owners and drivers of La Crosse, Wis., have decided to organize an automobile club. A garage will be established in the business district of the town and clubrooms will be selected immediately after the organization has been formed, which is to be effected within a few days.

Trade With Canada—American trade with the Dominion of Canada in automobiles and parts is increasing rapidly. Official figures show that the exports of automobiles to our northern neighbor increased from 37,439 in 1902 to 136,586 in 1903, and it is expected that 1904 will show an even greater increase.

Sent for a Train—John W. Good, of Moline, Ill., recently went out on an automobile trip. Not very far from Galesburg he met with a peculiar accident, the car getting stuck in a deep hole, and he was unable to get it out. He then telegraphed to the nearest railway station ordering a special train to come and get the car. The special, consisting of an engine, caboose and flat car, soon arrived with a special crew, and after 2 hours of hard work succeeded in extricating the car and loading it on the train.

Generous Act—An act of generosity is reported from Detroit and was enacted by the Cadillac Automobile Co. One of the firemen, Martin D. Gorman, attempted to run an elevator to the upper stories of the plant the day fire destroyed a great portion of the buildings, but was stuck on the way up. Gorman inhaled so much smoke that he became ill and died a few days later. The company offered to pay his widow \$10 a week. She informed the company that she preferred to have the mortgage on her home paid and get cash for it. It amounted to \$1,200, which

the company paid and in addition gave her \$520.

Club Garage Burned—The garage of the Automobile Club of Gard, France, was destroyed by fire and fourteen cars, a great many bicycles, some supplies and about a dozen motor cycles were reduced to ashes. The loss amounted to \$60,000 and only a small amount of insurance had been taken out for the building.

Organized Chautauqua Club—The Chautauqua County Automobile Club, of New York state, was organized last week. A. W. Dods, of Fredonia, was elected president; Charles E. Hequemborg, vice-president; John W. Ware, secretary and treasurer; Chauncey M. Rathbun and Denis C. Fields, members of the board of governors.

Trying Automobile Service—A joint stock company has been formed in Erfurt, Germany, to carry on an automobile service between that city and Hochheim, a short distance away. One of the electric street railway companies of Erfurt refused to extend its tracks to Hochheim and it was then decided to try the automobile service.

Made an Impression—More than 100 cars, representing almost every make in the country, took part in a parade in Savannah, Ga., August 10. The occasion was the gathering of members of the League of Georgia Municipalities and Captain M. Ed Wilson, of Savannah, who suggested the parade, has been congratulated by scores of motorists, as it is generally believed the imposing number of cars driven through the streets of the city made a great impression upon the public officers.

Field In India—It is said there is quite a large and growing demand in India for automobiles and this fact has led one of our consular officers to suggest that an American sample and salesroom be established in Calcutta by a combination of American manufacturers in different industries, where could be exhibited samples of various American productions. Calcutta is the largest distributing point in India for manufactured goods, there being nearly 200,000,000 people tributary to and dependent upon that market for their supplies.

Helps a Little—The subscription opened by l'Automobile, of Paris, to offer a few hundred francs to the mechanics who were on the three French cars that took part in the James Gordon Bennett race was closed after \$300 had been received, and thus each of the three automobilists will receive \$100. The French Automobile board of trade sent in the largest subscription, \$60; then came the Richard-Brasier concern with \$40. Others were the Simms-Bosch Co., Rochet-Schneider, Continental Tire Co., Leon Serpollet, and Salleron, Brouhot & Co.

Tough Fireman—A handsome automobile completed at the Willoughby works at Utica, N. Y., for ex-Senator James Stevens of Rome ran down a Utica fireman named Andrew VanAllen on its first run. VanAllen was dragged across the pavement and had a narrow escape from fatal injuries. The machine is one of the largest in the county, being of limousine body. VanAllen was riding his wheel home to dinner when the accident happened. The automobile was hoisted onto a dray and taken back to the factory at East Utica, where it was completed the night before.

Followed Chicago—At a meeting of the village board of Maywood, a suburb of Chicago, an ordinance was passed restricting the speed of automobiles to 10 miles an hour.

Hospital Automobile—The Sheppard and Enoch Pratt Hospital, near Towson, Md., has an electric vehicle which is used for conveying persons to and from the railway cars to the hospital.

New Wisconsin Car—The Alfred James Foundry Co., of La Crosse, Wis., is reported to contemplate building automobiles. The new cars are not to be placed on the market until the show time.

Need It—Clarence Snyder, former postmaster of Racine, Wis., has started a movement for the formation of a company for the purpose of building an automobile road between Racine and Kenosha. Automobilists and other townspeople in both localities are enthusiastic over the prospects. Mr. Snyder said that if the road is made it would eventually become a portion of the Sheridan drive.

Rambler Climbed Steps—Mr. and Mrs. Linz of San Francisco accomplished a splendid feat in Fresno recently with their Rambler. They rode up the court house steps in Bakersfield, and the feat was witnessed by a great crowd of spectators. When half way up Linz got out, and his wife proceeded to run the machine to the top, reversed it and again continued on to the bottom. The event was the talk in the automobile circles in Bakersfield.

Omaha Wants Meet—Automobilists in Omaha are anxious at having an automobile race meet and an effort will be made at once to arrange one to be held between August 21 and 26, as local enthusiasts believe this would enable the participation of almost all the prominent starters at the St. Louis race meet and at those to be held in Detroit, August 26 and 27. If the arrangements are successful the races will be held on the mile track at Council Bluffs, Ia.

Fauber Plant Burned—The plant of the Fauber Mfg. Co. at Elgin, Ill., was burned last Thursday and hardly a part of a wall is left standing. The plant was valued from \$350,000 to \$400,000, but only \$150,000 worth of insurance was carried. The Fauber company was known all over the world as the manufacturer of the Fauber bicycle crank-hangers, which have probably been sold in every land where bicycles are manufactured. This year the concern began to manufacture automobiles and made the Marr runabout, the entire output of which was recently purchased by the Mead Cycle Co. of Chicago. In the fire a dozen completed cars which were ready for shipment were also burned.

Getting Popular—Bretton Woods, N. H., now famous for its annual Mount Washington hill-climbing contest, is also on the eve of becoming a favorite rendezvous for automobilists. While the number of motorists who visited the little place after last year's meet was not great, Anderson & Price report that this year the cars are so numerous that sometimes it is difficult to find accommodations for all. Touring parties from many eastern cities go to the New Hampshire locality and often stay several days, whereas previously they used to stop a few hours and depart for some other place. On certain days there is such a variety of cars that an international show could be held. Taking one day of last week the following cars could be seen at the hotel garage:

Pierce, Darracq, Columbia, Panhard, Pope-Toledo, Stanley, Cadillac, Mercedes, Winton, Franklin, Autocar, Thomas, Oldsmobile, Napier, Packard, White.

Old but Game—Benjamin Warner, of South Woodstock, Conn., 99 years old, took an automobile ride a few days ago and stated that it was one of the greatest happenings of his life, and he hoped he could have many more.

Fredonia Came Through—At a recent automobile parade held in Salt Lake City, Utah, and in which twenty-eight cars took place, the Fredonia belonging to O. H. Hewlett was awarded the silver trophy, his car being the best decorated.

Plan Club and Run—There is talk among automobile owners of Cortland, N. Y., concerning the advisability of forming an automobile club. About thirty enthusiasts met a few days ago and pledged themselves to join such an organization. Although no club has yet been formed a number of local owners have decided to make a long automobile run, probably Saturday of this week. The route chosen is by way of Dryden, Oswego, Binghamton, Green, Cincinnati and back to Cortland, all told a distance of 140 miles.

Stringent Ordinance—Last week the automobile ordinance which had been laying with the lower house of the city council of Kansas City, Mo., for several months, was passed. It provides a speed limit of 8 miles an hour in the business district and 12 miles an hour outside of that zone. The amendment concerning the latter limit was passed by a majority of one vote. Operators are required to reduce speed when approaching a frightened horse and stop if signaled to do so by a driver of a horse car. Operators are to be examined and licensed, and in case of accident must give their name and number to the person concerned in the accident. Motor cars making unusually loud noise will not be permitted on the streets. One car must not run alongside another. Lamps must be carried in front and in the back and their light must be strong enough to be seen at a distance of 100 feet. All cars must be provided with a bell



THE RESULT OF A NON-STOP RUN—CHARLES SCHMIDT AFTER THE RECENT 1,000-MILE PACKARD RUN AT DETROIT

or a horn, which must be sounded at every crossing. A fine of from \$10 to \$500 may be imposed on violators of the ordinance.

Motor Cycle Defi—Paul Stamson, motor cycle rider of Muskegon, Mich., has issued a challenge to any motor cycle rider in the country for a race or a series of races to be held on the half-mile race track at Muskegon.

Meet at Albany—Under the auspices of the Albany Automobile Club of Albany, N. Y., an automobile race meet is being arranged to take place during the latter part of this month or early in September. Club members and dealers are very much interested in the matter and are doing everything possible to make the meet a success.

Shy a Few—Official communication given out by the race committee of the German Automobile Club, which had charge of the James Gordon Bennett race, shows that the total expenses amounted to \$72,496 and the total receipts \$36,177.50, leaving a deficit of \$36,318.50. The guarantee fund amounted to only \$45,175 and the officials of the club are rather uneasy as to how they will be able to gather the balance. The sale of boxes and seats in connection with the race netted \$20,366.50 and the entry fee of cars \$5,760.

First Waterloo Meet—About thirty different motor cars took part in an unsanctioned race meet which was held in Waterloo, Ia., a few days ago. It was the first time the people of the locality had seen automobile races. There were all kinds of events, from the match race to the handicap and all kinds of freak contests. The meet was not successful, financially speaking, but Manager Henderson, of the Cedar Rapids Auto Co., offered to contribute half of the purses his machines won. Previous to the meet all the cars took part in a parade through the principal streets.

Studebaker Changes—After December 31 Colonel George M. Studebaker, now manager of the carriage department of the Studebaker Bros. Mfg. Co., South Bend, Ind., will relinquish that post and become more closely identified with the executive department. As president of the Studebaker Automobile Co. he will give especial attention to the direction and development of that business. E. Louis Kuhns will relinquish the management of the sales department and assume the management of the spring vehicle department. Lloyd F. Weaver, now manager of the San Francisco branch, will become manager of the sales department at the home office and Chester N. Weaver will take care of the San Francisco branch.

All Sorts of Restrictions—The San Mateo county board of supervisors in California is considering an ordinance which will regulate the use of motor cars. On mountain roads the speed limit is to be 5 miles an hour, while elsewhere 15 miles an hour will be allowed. Owners or drivers must secure a permit from the county clerk before they begin operating; applicants must show by affidavit that they are skilled drivers of at least 2 months' experience; each car must carry a lamp in front and one at each side at night, with the license number painted on the sides of the lamps in 4-inch letters. The machines must slow down to 6 miles an hour within 300 feet of any horsedrawn vehicle, and must stop on signal until the horse has passed. On mountain roads the cars must sound the signal before turning a curve.



GARAGES OF CHICAGO

Chicago Automobile Repository Co., 285-287 North State street—"Until about 3 weeks ago," said Manager

Paulman, "business was not as brisk as could have been desired, and the principal cause must be laid to the bad weather. Ever since, however, we have been kept hustling and cannot complain. Both the garage and renting ends are very good. We have room for about thirty cars and employ seven people. We occupy the main floor of the building and have quite a trade for supplies and parts, principally tires, carbide, spark plugs, etc."

Dearborn Garage, 65 Maple street—"We have not been in here very long," said Manager Paul Gillette, "still we have been kept fairly busy. In fact, we are confident that there is going to be a great deal to be done in the renting, garage and repair line and we are getting prepared. We will soon start to build an addition, both in front and in the rear of this building, and when it is all completed we will probably have one of the finest places in town. At present we use the first floor for garage and the second as a repair shop. We placed orders for lathes, drill presses, a milling machine, a shaper and two brazing machines and think it will be an up-to-date shop in every respect. We have a Panhard car which we rent and it is out most of the time. At present we have accommodations for only nine cars, but will be able to take care of about twenty later on. There are five first-class men employed and the help will be increased when things will be fixed up."

A. Munson, 57 Maple street—"We employ four persons and business has been very satisfactory thus far. Our specialty is repairing, and we also build cars to order. The renting and storing end of our business is as good as it could be. We occupy one floor and can put in about twenty cars. We cater to gasoline cars only."

Lake Shore Auto Station, 520 Dearborn avenue—"Business is pretty good," said Manager G. A. Gase. "Repairing and storing cars is our specialty and it keeps us going pretty well. We are open day and night and employ five persons. At present we have room for only eighteen cars, but we are getting more room and will be able to store thirty cars when fixed up."

Dart Mfg. Co., 526 Sheffield avenue—"Our specialty is repairing cars, and as you might notice in looking around the shop, we hardly can move around. We have nine cars on hand at present, one of which was sent in from Waukegan, Ill. Trade is first-class and has been so for weeks. We are also having our hands full with the garage business and have room for twenty cars. We employ six people, but could use twice that many had we the room. We would like to enlarge the building, but we cannot do so now. Later on, when the slack season comes, we will think about it again," said F. Wiedhofft, one of the proprietors.

North Division Automobile Co., 385 East Superior street—One of the concern said: "Until a few weeks ago there has not been much business, but since it has picked up. We do renting, storing, charging and repair-

ing and these different departments are now pretty busy. We employ seven people and have room for about twenty-five cars."

Peer Automobile Co., 466 North Clark street—"Trade is beginning to pick up," said Manager Godfrey Johnson. "The weather has been a drawback for a long time and indications are that the rest of the season will be good. Our specialty is storing and charging, but we also rent cars. We occupy two floors and have space for from forty-five to fifty cars. The building is one of the finest used as a garage in this town and for light and location is not to be beaten on the north side. We employ six men and may add more help later on."

Victor Electric and Auto Co., 2040 Clarendon avenue—"We rent, repair and store cars," said an employee of the concern. "Our specialty is repairing and it keeps us pretty busy. We have room for seven cars and there are six people connected with the place. Generally speaking, business has been rather dull until several weeks ago, and the bad weather is accountable for it, but now things are going well."

Lake View Automobile Station, Surf and Evanston avenue—"We moved in here about 3 weeks ago," said the foreman, "and are not yet completely installed. As you may notice, this is a large place and cannot be beat on the north side for good light, ample space, as well as location. There is room for seventy-five cars, and the ceiling is so high that we could easily build a gallery for storage purposes. At present we have about twenty cars and there is a car coming in almost daily to be repaired, so we have no kick coming, considering the time we have been here. In winter the place will be steam heated. There are five people connected with the concern."

De Haven Brothers, 87 South Center avenue—"Busy! Are we busy? Well, I guess," said Elmer De Haven. "We simply cannot keep up with the work to be done, and as an evidence that we work without hardly knowing what is going on in the world—why, just look at that pile of trade papers, catalogues, etc. They have accumulated for 3 to 5 months, and have not yet been unwrapped. Business has been far beyond expectations, both in our repairing and building departments. We make cars to order, as you will notice, and they seem to be well fancied, judging from the orders we have received. The storage and sundry end of the business is also satisfactory, and will be better after our new building is completed, for we lack room here. We employ from four to five men."

Whipple Cycle Co., 260 West Jackson boulevard—"We are well satisfied with the amount of business done in our automobile and motor cycle repairing department so far this season," said Ira H. Whipple, manager of the concern. "We are especially doctoring motor cycles and have probably more to do in this line than any one else within a radius of several hundred miles. Compared to last year, I think it safe to say that there are 100 per cent more motor cycles in use, judging

EDITOR'S NOTE—The first installment of this article dealt with south side and down town garages. This installment refers to those on the north and west sides.

from the number of machines brought in for cleaning and repairing. It is also interesting to note that machines of late model require less attention and repairs than many of the older machines. I have no doubt that if business continues to increase, as it has been doing within the last few months, we will have to enlarge the place or else get into a more spacious building."

Automobile Palace, 157 South Canal street—"Although we have been located here only 3 months," said A. M. Thayer, "we have been busy all the time and cannot complain. Our specialty is doctoring tires, filling and vulcanizing them, and we have been decidedly successful in this line, whereas many others have failed. We have not the accommodations to do big repair jobs, but do all kinds of light bench work and also send repairmen out. We rent and store gasoline cars, but do not cater to electric vehicles, not having enough room to install an electric department. We occupy the basement and first floor of the building, which has a floor space of 165 by 52 feet, and enables us to take care of about 100 cars." Six men are steadily employed by the concern, of which L. A. Bryan is manager.

Hagmann & Hammerly, Harrison street and Oakley boulevard—"Trade has been very good and even during the several weeks of commonly called dead season or cold season we were just as busy as now." This is what Mr. Hammerly said. "We have the largest place on the west side of the city and even doubt that any other automobile station in town is as complete as ours. We occupy two floors in front and three in the rear of the building, which has a total floor space of 25,000 square feet. We store, rent, and repair cars, besides handling the Jaxon. One of our specialties is the rebuilding of cars and replacing of motors and other appurtenances. For this purpose we keep a complete set of patterns and can thus give much quicker service than if it were necessary to send to the factories. We also send men out to make repairs in case somebody cannot or does not want to send his car to town. Our repair shop has, besides the usual machines to be found in such a place, a forge and a high-pressure gas brazer. We have our own electric light plant and keep open day and night. At present we employ fourteen men, three of whom are now on the road repairing cars. We keep a supply of sundries such as tires, batteries, and plugs, and have begun to manufacture a carbureter and an air compressor."

Graham Cycle Co., 601 West Madison street—Mr. Graham was not proud enough of his business to tell the MOTOR AGE man anything about it.

One of the busiest repair shops and garages in the suburbs of Chicago is the Kenilworth Automobile Machine Co., located at the corner of Kenilworth avenue and South boulevard, Oak Park. The building, formerly used as a club, is 146 feet long by 42 feet wide, and gets the benefit of light from four sides, there being no houses directly next to it on any side. Two floors and the basement are being used for the extensive repairing and storage business. The storage room is the basement, where light repair work is also done. The other floors are used as machine and repair shops, building department and storage room if necessary.

AMERICAN MOTOR LEAGUE OFFICIAL BULLETIN

APPOINTMENT

Frank A. Egan, of New York, has been appointed secretary of the A. M. L. to fill vacancy made by the resignation of Robert L. Stillson, whose exacting business cares made it impossible for him to give due attention to the work of his office. Mr. Egan is one of the editors of the Automobile Magazine, a veteran member of the league and at one time its secretary. His long experience and fine ability will bring new life and energy into the official work of the organization and a new campaign will be taken up at once. During September and October steps will be taken to form state divisions in several of the states and many local appointments will be announced. Route slips and information blanks will be sent out to all members and the work of compiling touring notes and road information will be continued. This work involves a world of details and consumes a great amount of time. It might be rapidly done by a league of 20,000 members, with a bountiful treasury, but until that condition arrives much of the league work is done by voluntary officers who need and deserve the help of every member. This means that every member who can is expected to contribute information respecting the routes with which he is familiar. Blanks will be sent to all.

ROADSIDE TROUBLES

The manuscript of Mr. Duryea's admirable and useful little hand book for automobilists is now in hand and will go to the printer within the coming week. It is not unlikely that this little work will make its first appearance in serial form in the pages of MOTOR AGE and the many readers of the publication may thus judge of the character and value of work which A. M. L. officers are doing for the good of the cause. When done in book form the handbook will be found in pocket size and will be given free to members of the league. Every owner and every intending buyer should have a copy. It explains in plain words the power used in driving motor vehicles; the nature of gasoline and how it should be used and stored; it points out the causes and remedies of common motor troubles, gives directions for starting and operating the carriage under various conditions, tells how, when and where lubricators should be applied and what lubricators are best, treats of the different causes of imperfect combustion and troubles with sparking apparatus and ignition circuit; it reviews in a brief, practical way, the various reasons and remedies to be considered at times when the carriage won't go.

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It gives due space to the steam carriage, with hints and precautions for management of the boiler and gasoline tank and starting and running the engine; enumerates the difficulties and suggests simple remedies for "pump troubles" and gives brief, practical directions for the easy and practical operation of steam carriages. It contains ample directions for the general operation of electrical vehicles, the care and management of storage batteries, with directions for the charging of batteries and the economical application of electric power. It gives proper space to the subject of wheels and tires, and to those general features of construction upon which the vehicle must depend for strength and durability and for the comfort of the operator.

In brief, while not aspiring to the dignity and bulk of an exhaustive treatise, this little book contains essential and important information, in handy form, and will be welcomed by every reader who is not already an expert in the knowledge and experience of automobilism.

ROAD INFORMATION

The A. M. L. is now distributing 5,000 copies of a handy little book on "Macadam Roads;" seventy-two pages, seventy-six illustrations. It covers the subject in a sensible, practical way, combines the essential facts and instructions laid down in more elaborate works and tells its story in simple language with a wholesome elimination of technical rules and formula which make the ordinary treatise so unattractive to the lay reader. This little book is published by the league for free distribution and a copy will be sent to any address on receipt of a 2-cent stamp. Sixty-one requests for these books were received in the first morn-

ing mail after its publication was announced and the edition is going fast, so send at once if the book is desired.

The league will shortly issue an edition of 5,000 copies of another little book, having the title "Country Roads," fully illustrated and showing how the ordinary dirt roads found everywhere in country districts can be made better. Due announcement will be made when "Country Roads" is ready for mailing.

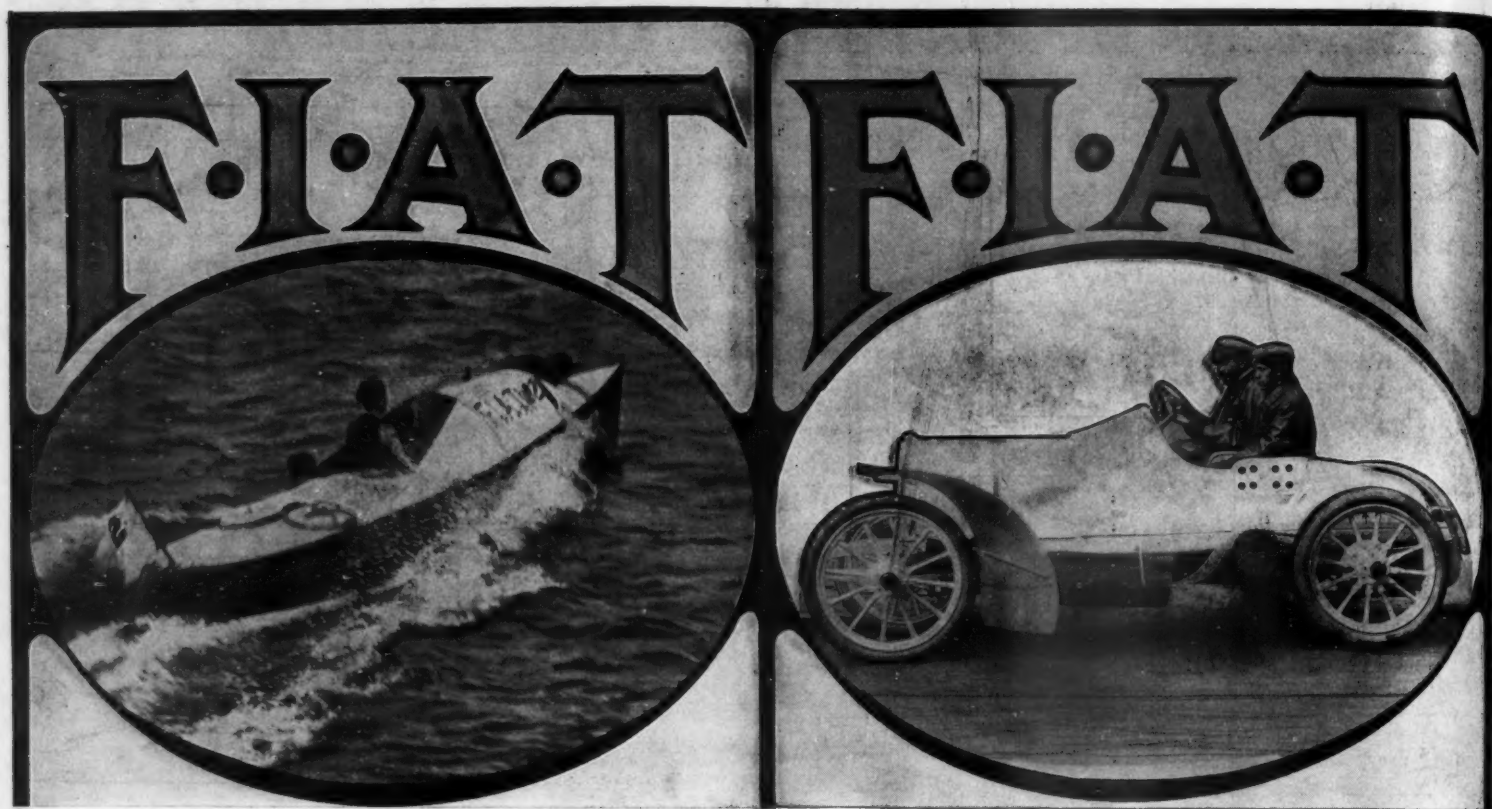
THE MILLER SUIT

One day last summer a woman named Holmes was run down by an automobile on Seventh avenue in the city of New York and seriously hurt. A colored citizen who happened to be near by ran after the disappearing car and identified (?) the number as that carried by Hugh Miller under his New York state certificate. Mr. Miller was forthwith sued for the sum of \$5,000. Now it happened that Mr. Miller lives at Attica, N. Y., several hundred miles distant from the scene of this accident, and was at his home when the accident occurred—a condition which made it inconvenient, expensive and a trifle unjust for Mr. Miller to travel to New York to defend the suit. Being an A. M. L. member Mr. Miller secured the coöperation of the league and a few days ago President Potter made application to the Supreme court for an order changing the place of trial to the county of Wyoming, where Mr. Miller resides. After argument and filing of affidavits setting forth the facts Justice Garretson has now granted an order changing the venue and it is highly probable that the suit against Mr. Miller will be dismissed at the opening of the September term of court. This shows to some degree the work and benefits of the American Motor League to the automobilist.

APPOINTMENTS TO BE MADE

The league is now represented in over 600 towns and in 44 states. It needs about a hundred active local consuls and these will be selected and appointed as rapidly as possible. Meanwhile Secretary Egan will be glad to hear from any automobilist who believes in the work and benefits of organization and who is willing to ally himself with the pioneer workers of the A. M. L. The league ought to have a hundred new members every week and with a little energetic effort, well spread out, a hundred a week would be a very easy proposition. Let every member and every would be member send his name and a few encouraging words to league headquarters. He will hear from the secretary.





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